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Our Ref: _____
L/EWR/1708/20260130

Your Ref: _____
N/A

Project No: _____
EWR/1708

Dear Sir / Madam,

Re: Greater Cambridge Local Plan – Draft Plan Regulation 18 Consultation

This consultation response to the Regulation 18 consultation on the draft Greater Cambridge Local Plan ('the draft Local Plan') is submitted on behalf of the East West Railway Company Limited (EWR Co).

Background and progress of East West Rail

EWR Co is the organisation responsible for delivering East West Rail (EWR), a project of national significance that will deliver frequent, fast, and reliable rail links for communities between Oxford, Milton Keynes, Bedford, and Cambridge.

Between 14th November 2024 and 24th January 2025, EWR Co undertook its third non-statutory consultation ('NSC3') on its emerging proposals for the EWR project, which were set out in a series of [consultation documents and plans](#). In total, EWR Co received 6,218 responses to NSC3 which included feedback on route-wide matters as well as specific proposals in local areas, including South Cambridgeshire and Cambridge City. The feedback received, combined with previous consultation feedback and ongoing surveys and assessments, has helped EWR Co to refine its proposals and inform design decisions about some elements of the project and the decision to update the Safeguarding Directions.

On 19th November 2025, EWR Co published the [You Said, We Did – Autumn Update](#) ('the YSWD report'), setting out these design decisions and how consultation feedback has helped shape the EWR proposals.

The YSWD report includes updates on the following key topics and proposals relevant to the Greater Cambridge area and the draft Local Plan:

- Expanding the capacity of EWR – see chapter 4.2
- Delivering EWR services earlier – see chapter 4.3
- Route-wide matters – see chapter 4.4
- EWR route between Croxton and Toft - see chapter 4.10, including in particular:
 - Cambourne station – see chapter 4.10.1
 - A428 Bourn Airfield crossing – see chapter 4.10.2
- EWR route between Comberton and Shelford – see chapter 4.11
- EWR route in Cambridge – see chapter 4.12, including in particular:
 - Cambridge station – see chapter 4.12.1
 - Cambridge East station – see chapter 4.12.2
 - Long Road overbridge – see chapter 4.12.3

Of these topics, the updates on the capacity of EWR, Cambourne station, A428 Bourn Airfield crossing, Cambridge and Cambridge East stations are of particular relevance to the development allocations included in the draft Local Plan and to EWR Co's consultation response:

Expanding the capacity of EWR

As a result of the Universal entertainment resort complex proposals and other planned development across the Oxford-Cambridge Growth Corridor, demand for EWR is expected to be significantly higher than previously predicted. EWR Co has carried out further analysis to understand how its proposals might need to adapt to accommodate this additional demand, concluding that there is a need for additional EWR station and service capacity, particularly at peak times.

Whilst EWR Co is still working through the detail, its proposals to accommodate this additional demand are outlined in the YSWD report (see p. 34) and include delivering up to five passenger trains per hour during peak times, alongside freight trains.

Cambourne station

In response to the consultation feedback received, EWR Co has reviewed the proposed Cambourne station location and updated its design proposals to move the station 700m west to a location north-east of the A428/Cambourne Road double roundabout (see **Figure 1**). The updated station location is expected to:

- Enable a greater degree of growth and development of Cambourne due its location nearer to the centre of Cambourne and A428 road connections and fewer constraints from ancient woodland.
- Be more consistent with the adopted South Cambridgeshire Local Plan, as it would avoid constructing on designated Local Green space.
- Have a lower environmental impact than the option proposed previously, as it moves the station further away from Knapwell Wood.
- Be preferred by communities and stakeholders, based on the consultation feedback received.

EWR Co will provide more details regarding the proposed Cambourne station at consultation in 2026.

EWR route between Croxton and Toft, including A428 Bourn Airfield crossing

In the YSWD report, EWR Co confirmed that, taking into account consultation feedback, it is now proposing that the railway should run beneath the A428 and the Bourn Airfield development site through a mined tunnel (see **Figure 2**), instead of a cut-and-cover tunnel as presented at NSC3.

This follows further work which EWR Co has undertaken on the method of construction of a mined tunnel. EWR Co now expects that much of the excavated material from the mined tunnel and associated cuttings could be re-used, meaning there would be less cost and waste associated with this method than previously thought. Furthermore, additional design work on the ventilation and emergency access for the cut-and-cover tunnel option has shown that this tunnel would need to be larger, which would increase costs and mean it would take longer to build.

EWR Co now expects the mined tunnel would be cheaper than the cut-and-cover tunnel and would also bring the following benefits compared to the cut-and-cover tunnel:

- It would avoid the need for local road disruptions and road diversions, including the A428, the proposed Cambourne to Cambridge Busway, and local roads.
- It would reduce impacts on the Bourn Airfield development compared to a cut and cover tunnel as the mined tunnel would cause significantly less disruption above ground within the development.
- It would reduce the risk of damage to trees in Waters Wood, north of All Angels Park in Highfields Caldecote.
- It would have fewer impacts on groundwater—including aquifer storage, water availability and aquifer recharge—because less material would need to be excavated compared with a cut-and-cover tunnel, given it would not need to be as deep. It would reduce environmental impacts such as noise, visual changes and biodiversity loss, compared to a cut-and-cover tunnel.

EWR Co is now working on detailed designs for the mined tunnel, using new information from the ground investigation surveys that were carried out in 2025. EWR Co will also carry out an environmental assessment and develop mitigation proposals to reduce potential negative impacts. Further details on the proposed mined tunnel will be shared at consultation in 2026.

Cambridge station

As announced in the YSWD report, EWR Co will now include a new eastern entrance to Cambridge station at Clifton Road ('the Clifton Road entrance'), taking into account consultation feedback received at NSC3. This entrance would include:

- New passenger facilities, including a new ticket gate.
- Step-free access to all platforms.
- An active travel hub and direct links to active travel routes, such as cycle lanes and footpaths.

A new eastern entrance offers a once-in-a-generation opportunity to deliver on a long-held aspiration for Cambridge. It would kick start the transformation of the Clifton Road area, significantly improving access to the eastern side of the railway and the surrounding communities.

EWR Co is in the process of identifying how the new entrance would integrate with the wider masterplan area and how it will interface with existing and new local transport services, and walking and cycling routes, including the proposed extension to the Chisholm Trail.

This updated proposal reflects EWR Co's commitment to delivering a station that is not only fit for the future, but also responsive to the needs of the local community and fundamental to stimulating the wider economic growth of the city. Further details will be provided when EWR Co consults in 2026.

Cambridge East station

To avoid the need for trains to turn around at Cambridge station, where there is insufficient platform capacity to accommodate both existing train services and new EWR services, EWR Co proposed a turnback facility at Cherry Hinton at NSC3.

Whilst plans for a new station to the east of Cambridge on the line to Newmarket were not part of the proposals presented at NSC3, EWR Co recognised the potential benefits it could bring including supporting local growth and creating new opportunities for communities in the east of Cambridge.

As a result of consultation feedback and discussions with potential funders, developers and key stakeholders, EWR Co is now considering including a new Cambridge East station within its plans for EWR. The station would be near Cambridge City Airport, which is due to be decommissioned, in an area with strong potential for growth and development. EWR Co would need to secure funding from a third-party to be able to build the station.

The station would help stimulate economic growth in the area and would unlock a new connection to the wider region via a significantly upgraded Newmarket Line, with regional links to Felixstowe and Ipswich.

The twin-tracking of the Newmarket Line and associated infrastructure work, that were proposed at NSC3 as part of our plans for the turnback facility to the west of Cherry Hinton, would be needed to realise the new station. The turn-back facility would provide additional operational benefits over and above what the new station would offer and so EWR Co has kept this in its plans.

At this stage, the design of this station is still in its early, feasibility phase. EWR Co is aware of challenges around the site and will continue working with third-party funders and the Councils to explore how this opportunity could be realised to support economic and housing growth in the area. If third-party funding is not secured, the station will be removed from EWR Co's plans.

Figure 3 shows EWR Co's proposals in the Cambridge area as highlighted in the YSWD report, including the proposed location of a potential Cambridge East station. Further details will be provided when EWR Co consults in 2026.

East West Rail Safeguarding Directions

To protect the planned route of the railway from conflicting development, the Secretary of State for Transport safeguarded land required for the EWR project by giving Safeguarding Directions to the relevant local planning authorities (LPAs), including South Cambridgeshire District and Cambridge City Councils, on 14th November 2024, under articles 18(4), 31(1) and 34(8) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

EWR Co also produced guidance for local planning authorities setting out how the Safeguarding Directions should be implemented and administered ('the safeguarding guidance'), which aligns with guidance produced in relation to the safeguarding of other rail projects such as HS2 and Crossrail 2, and was provided to LPAs by EWR Co along with the Safeguarding Directions on 14th November 2024. Paragraphs 24-29 of the guidance set out how the Safeguarding Direction should be taken into account in the preparation of local plans. This includes the requirements that the limits of land subject to Safeguarding Directions ('the safeguarded area') be shown on the policies map and that LPAs should not include any proposals in their local plan that conflict with the Safeguarding Directions (paragraph 24).

On 19th November 2025, the Secretary of State updated the safeguarding directions to ensure that the safeguarded land aligns with EWR Co's latest proposals as outlined in the YSWD report. The EWR safeguarding guidance was also updated with minor consequential amendments and provided to the relevant LPAs. EWR sent the Councils a copy of the new Safeguarding Directions and the associated plans and guidance on 19 November 2025.

The Safeguarding Directions apply to any application for planning permission not finally determined by that date, where any of the land within the planning application boundary falls within the safeguarded area. As a result, relevant local planning authorities must consult EWR Co on any planning applications covered by the Safeguarding Directions before determining those applications.

The Safeguarding Directions, guidance, maps and GIS shapefiles showing the safeguarded area can be found at the EWR website: www.eastwestrail.co.uk/safeguarding.

EWR Co's consultation response

EWR Co strongly supports the Councils' overarching growth strategy for Greater Cambridge that underpins the draft Plan (Policy S/DS: Development Strategy, Section 2), which is 'heavily informed' by the location of existing and proposed public transport schemes, including EWR (para 2.88, p. 75 of the draft Local Plan). EWR Co also supports the Plan's focus on promoting patterns of development that enable low carbon transport modes, shifting away from a reliance on private cars, which is reflected in the Climate Change and Infrastructure strategic priorities (Section 1) and draft Policy I/ST: Sustainable Transport and Connectivity (Section 10). The EWR project will play a major role in helping the Councils achieve their ambitions for Greater Cambridge by 2045.

EWR Co welcomes the draft Plan's recognition of the 'significant benefits' that will be provided by the proposed EWR station at Cambourne, which the proposed strategic development at Cambourne will take advantage of (Section 2, para 2.67, p. 70). EWR Co agrees that the EWR project will make the town one of the 'best-connected places in the region' (p. 20), providing an opportunity to grow and enhance the town and increase the critical mass of population, employment and services available to the existing and future communities in the area (para 2.67).

The Councils' full support for a new station at Cambridge East is also welcomed, with EWR Co agreeing that this would provide a 'step change in public transport connectivity' for the Cambridge East development site and eastern Cambridge more widely (Section 3.2, Policy S/CE, paragraph 3.2.14, p. 209)

EWR Co is also exploring the opportunity for a light maintenance depot (LMD) to be located alongside the Newmarket Line in the Fulbourn area. EWR Co is aware of the promotion of a potential new housing

development to the north of the Newmarket Line in the Fulbourn area and notes the potential for it to be served by a new station. These proposals do not currently form part of the draft Local Plan. EWR Co notes that, in principle it has no objections to exploring the opportunity for a new station to serve a potential development in this location, but that it would require funding; integration with its existing proposals; application of the required design process; identification of an appropriate consenting route for a new station; and consideration of site suitability and compliance with relevant policies including those within the adopted development plan.

With regard to a new eastern entrance to Cambridge station, EWR Co agrees that its delivery would be a significant factor in unlocking development of the Clifton Road site, that it would bring benefits to people using the railway, including those at Hills Road Sixth Form College and people visiting Cambridge Junction and Cambridge Leisure, and that it would relieve congestion for those using the existing station entrance (Section 3.1, Policy S/C/CLT, paragraph 3.1.95, p. 151). As highlighted above and in the YSWD report, EWR Co has included a new eastern entrance to Cambridge station in its proposals, in order to realise this long-held ambition and deliver the significant benefits associated with it. EWR Co's comments regarding the provisions included in the draft Local Plan for a new eastern entrance are set out further below.

EWR Co also welcomes the draft Local Plan's focus on ensuring that land is used effectively when being developed, as set out in draft Policy GP/HD: Housing Density (Section 7), which requires that, subject to meeting the policy's other requirements, high density development will be supported where the site is served by existing or proposed high quality public transport infrastructure. In line with this draft policy, EWR Co would support maximising densities around stations which will be served by EWR at Cambourne, Cambridge South, Cambridge, and Cambridge East, as development in these areas would benefit from being in highly sustainable locations.

Having reviewed the policies and proposals in the draft Local Plan, EWR Co wishes to make the following specific comments requesting amendments to the Plan in the interests of ensuring that its proposals and those of the Council are aligned and that the proposed allocations would not conflict with, or prejudice the delivery of EWR, which in turn could undermine the achievement of the Plan's ambitions and strategic priorities.

Policy I/SI: Safeguarding important infrastructure (Section 10) - policies map

As set out in paragraph 24 of the EWR safeguarding guidance, the area safeguarded by the Safeguarding Directions should be represented on the policies map (in accordance with regulation 9 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)).

The draft Local Plan policies map includes the area safeguarded by the Safeguarding Directions given on 14th November 2024, reflecting draft Policy I/SI. On 19th November 2025, following the publication of the draft Local Plan policies map, the Secretary of State updated the safeguarding directions to ensure that the safeguarded land aligns with EWR Co's latest proposals. As such, EWR Co requests that the policies map is updated to show the current safeguarded land included in the Safeguarding Directions given in November 2025. The Councils should continue to update the policies map to reflect any further directions, or revisions to the directions, prior to submission of the Plan.

Showing the area safeguarded by the current EWR Safeguarding Directions will help those considering development in the area, as it will facilitate early engagement between developers and EWR Co, thus

allowing EWR Co to consider how proposals interact with EWR and how they might be accommodated with the proposed railway project at an early stage. This will help to avoid the possibility of a recommendation for refusal being made to the LPA by EWR Co at the planning application stage.

Policy I/SI: Safeguarding important infrastructure (Section 10) - policy and supporting text

Draft Policy I/SI states that land for the EWR scheme, identified on the policies map, is subject to Safeguarding Directions, which the supporting text provides further detail on. EWR Co supports the principle of draft Policy I/SI, but it is noted that whilst paragraph 10.45 sets out that 'important infrastructure', including EWR, should be safeguarded from any adverse effects that may arise from development, the policy itself does not include any wording to require this. In order to ensure that the draft Local Plan does not include proposals which conflict with the Safeguarding Directions in line with paragraph 24 of the safeguarding guidance, EWR Co requests that the relevant allocation policies included in the Plan are amended to require development to avoid conflicting with, or prejudicing the delivery of, EWR. EWR Co's requested amendments are set out under the allocation policy headings below.

EWR Co furthermore requests the following minor amendments to paragraph 10.47 for clarity and to better align with the wording of the Safeguarding Directions and paragraph 26 of the safeguarding guidance (additions underlined and in bold, and deletions struck-through for all requested policy amendments in EWR Co's response):

*The Secretary of State for Transport issued Safeguarding Directions for the A428 Black Cat to Caxton Gibbet highway improvement scheme (8 September 2022) and East West Rail (**first given on 14 November 2024 and updated on 19 November 2025**), to protect the land needed for delivering the transport projects. The Local Planning Authority is required to consult National Highways and/or East West Railway Company on any proposals for development within the safeguarded areas, shown on the policies map, to ensure that any potential conflicts between proposed developments and the transport projects are identified and addressed early on. **The East West Rail route will not be determined through the development plan process, but will instead be subject to an application for development consent under the Planning Act 2008, which will provide an opportunity for interested parties to submit representations on the proposals.***

Should any further revisions or updates be made to the EWR Safeguarding Directions prior to the submission of the Local Plan, EWR Co requests that paragraph 10.47 is amended to reference the latest directions, in line with the above approach, in order to provide clarity to developers, landowners and other stakeholders reading the Plan.

EWR Co notes that draft Policy I/SI safeguards Mullard Radio Astronomy Observatory (MRAO) at Lord's Bridge, in line with the adopted Local Plans. The EWR route will pass through the Lord's Bridge Restricted and Consultation Areas, as shown on the policies map. EWR Co is continuing to work with the University of Cambridge to assess the potential for electro-magnetic interference between the proposed railway and the MRAO.

Policy S/CBN: Cambourne North (Section 3.3)

Draft Policy S/CBN allocates an area north of Cambourne for strategic development including approximately 13,000 homes and 108,000m² gross internal area of employment floorspace, with a range

of supporting facilities. EWR Co strongly supports the proposed allocation and spatial framework (Figure 78 of the draft Plan), which aligns with its updated proposals for an EWR station at Cambourne and which will maximise the benefits of this highly sustainable location served by the new station and EWR services.

EWR Co agrees with the Councils' vision for the site, including that the new station will be a catalyst for its development, providing a range of facilities and serving as a focal point and gateway to the town (criterion 4). As set out in criterion 7, integration of Cambourne North with the existing town and High Street will be critical to its success. EWR Co considers that its proposals for the new station to be located north-east of the A428/Cambourne Road double roundabout, with a new footbridge over the A428 and St Neots Road, will help to facilitate connectivity between the existing and new communities.

EWR Co supports criterion 9, which sets out the uses the site is allocated for, including a 'range of homes with a balanced mix of dwelling sizes, types, and tenures based on identified existing and future local needs. EWR Co would welcome consideration by the Councils as to whether there is an opportunity for acceleration of the build-out of Cambourne North, which promotion of a mix of typologies, densities and tenures on the site would help to support.

The requirements for the new development as set out in the policy are also welcomed by EWR Co, including that:

- the development delivers a new 'Station Quarter and Town Centre, anchored by a new 'living railway station', that will become the heart of the town extension' (criterion 13);
- highest densities should be focused at the Station Quarter and Town Centre quarter (criterion 14(a));
- mitigation of any impacts from the new railway and station should be embedded in the design (criterion 19);
- a comprehensive movement and connectivity network for the town should be delivered, which prioritises sustainable and active travel modes and connects key locations including the new EWR station (criterion 34);
- the improvements to public transport include integration of the new EWR station with appropriate access arrangements by all modes, facilitated by a mobility hub and high-quality active travel infrastructure connecting the station to centres, neighbourhoods and surrounding villages (criterion 38); and
- highway improvements include new and, where necessary, enhanced pedestrian, cycle and vehicle crossings across the EWR route, including connections to the A1198 and St Neots Road, with the re-provision of existing road connections affected by the new railway delivered by EWR Co (criterion 41).

EWR Co is considering the opportunity to provide an enhanced Cambourne station with additional facilities to that of the baseline station option which currently forms part of its proposals. This enhanced station option would be dependent on securing third-party funding. EWR Co would welcome discussion with the Councils regarding this opportunity, and consideration of whether any amendments are needed to draft Policy S/CBN to realise it.

Land within the S/CBN allocation site identified as being required for the delivery of EWR is shown on **Figure 4**, and includes land needed for the new railway, Cambourne station, and associated development. This land is included in the EWR safeguarded area. EWR Co supports the principle of criterion 12, which

aligns with its comments made in 2021 on the GCLP First Proposals document, but requests the following minor amendments for clarity and to ensure the proposals do not conflict with the Safeguarding Directions:

The development of North Cambourne must do the following:

12. Development proposals must not *conflict with, or prejudice the delivery of, the preferred East West Rail route alignment and associated rail infrastructure proposals within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (as shown on the policies map), or any further directions or revisions to those directions.*

Policy S/CB: Cambourne (Section 3.3)

Draft Policy S/CB provides the planning framework for managing new applications for development within the existing Cambourne town, in the context of the new strategic allocation for expansion of the settlement to the north and the proposed EWR station at Cambourne.

EWR will provide significant benefits to the existing community and businesses at Cambourne and support further development within the town, with the EWR station to the north forming a new sustainable transport hub which will place Cambourne at the heart of the Oxford-Cambridge Growth Corridor. To ensure that these benefits are maximised, EWR Co agrees that seamlessly integrating Cambourne with the new railway station to the north of the A428 and the EWR route will be critical. To this end, it supports criteria 50-54 of draft Policy S/CB, which sets out that Cambourne and Cambourne North (draft S/CBN) will be planned as one town and the requirements to achieve effective integration and address potential barriers to movement include the A428 and the new railway.

In order to integrate the new station with Cambourne, EWR Co is proposing a new footbridge over the A428 to the north of Cambourne Sports Centre. The land required to deliver this new crossing within the S/CB allocation site is shown on **Figure 5**. This land is included in the EWR safeguarded area. To avoid any potential for conflict between development within the proposed allocation site and the EWR Safeguarding Directions, EWR Co requests the following addition to draft Policy S/CB:

Connections to Cambourne North (Policy S/CBN) and Cambourne railway station

...

55. Development proposals must not conflict with, or prejudice the delivery of, East West Rail proposals for an A428 crossing to connect with the proposed Cambourne station, within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (as shown on the policies map), or any further directions or revisions to those directions.

Policy S/BA: Bourn Airfield New Village (Section 3.3)

Policy S/BA carries forward the allocation of the Bourn Airfield site included in the South Cambridgeshire Local Plan 2018, for a new village of up to 3,500 homes, together with associated community facilities and infrastructure improvements.

As previously highlighted, EWR Co is proposing to route the new railway through a mined tunnel under the A428 and the Bourn Airfield site. Land within the site which is within the safeguarded area, including the land required for the mined tunnel, is shown in **Figure 6**.

Much of the length of the new tunnel is within land identified for open space in the approved parameter plans under planning permission ref. S/3440/18/OL and the Spatial Framework for the site (Figure 88 of the draft Plan), as noted in paragraph 3.3.110. However, part of the tunnel may be located under land identified for mixed use/residential-led development in the land use parameter plan and Spatial Framework. It is important that proposals for any built development above or near to the tunnel are suitable for such a location and would not conflict with or prejudice the delivery of EWR, or its operation, including through prejudicing the long-term integrity of the mined tunnel. There may also be a requirement for EWR to utilise land within the site in order to construct the proposed tunnel, mitigate impacts on A428, and/or undertake utilities diversions.

To this end, and to avoid a conflict between the proposed allocation and the EWR Safeguarding Directions, EWR Co requests that draft Policy S/BA is amended as follows :

The development of Bourn Airfield New Village must do the following:

...

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15. Development proposals must not conflict with, or prejudice the delivery of, East West Rail proposals, including the proposed railway tunnel, within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (as shown on the policies map), or any further directions or revisions to those directions.

...

Furthermore, EWR Co requests that paragraph 3.3.110 is amended as follows for clarity and to reflect the position set out above:

Proposals for The East West Railway (EWR) project **are still under development** ~~has moved forward but has yet to acquire~~ **and are progressing towards an application for** the necessary Development Consent Order. ~~However, it~~ is noted that the ~~currently preferred~~ route for the Bedford to Cambridge section would ~~introduce~~ **include** a **mined** tunnel to ~~bisect~~ **under the A428 and through** the northeastern most corner of the site. **Most of** the affected area is **identified** for open space in the approved parameter plans, **which the tunnel would avoid impacting** ~~and it would not conflict with the Spatial Framework Strategy should this infrastructure project go ahead.~~ **Part of the tunnel may however be located under land identified for mixed use/residential-led development in the land use parameter plan and Spatial Framework.** It will be important that **proposals for any built development above or near to the tunnel are suitable for such a location and would not conflict with or prejudice the delivery of EWR or its operation, including through prejudicing the long-term integrity of the mined tunnel,** and that phases of construction between the two proposals are coordinated to minimise disruption as much as possible.

Draft Policy S/RRA/SNR allocates a site north of St Neots Road for approximately 5,000m² of employment development. The land within the site which EWR Co has identified as being required to deliver its proposals is included within the EWR safeguarded area and shown on **Figure 7**.

EWR Co supports the requirements of draft Policy S/RRA/SNR, including that development must demonstrate how it implements measures necessary to provide good public transport and active travel access to the site from surrounding existing and planned developments (criterion 1 (b)) and that landscape proposals must take into account landscape enhancements associated with EWR (criterion 1 (c)).

Criterion 1 (c) requires that ‘development must not prejudice the preferred East-West Rail route alignment or its delivery’. This aligns with the comments which EWR Co made on the GCLP First Proposals document in 2021. Since then, the Secretary of State for Transport has safeguarded land required to deliver EWR and therefore EWR Co request the following minor amendments for clarity and to ensure the proposals do not conflict with the Safeguarding Directions:

1. Development proposals must demonstrate how they will meet the following requirements:

c. Development of the site must not **conflict with, or** prejudice the **delivery of, preferred East-West Rail proposals within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (as shown on the policies map), or any further directions or revisions to those directions** ~~route alignment or its delivery;~~

Policy S/RRA/H: Land at Highfields (Phase 2) (Section 3.5)

Draft Policy S/RRA/H proposes to allocate land at Highfields for 65 dwellings. The site is in close proximity to the proposed EWR route. EWR Co is currently developing its proposals for environmental mitigation and temporary Public Rights of Way (PRoW) in this area, which have the potential to interface with the eastern boundary of this allocation site. The land which EWR Co has currently identified as being required for EWR within the allocation site is included in the safeguarded area and is shown in **Figure 8**. In line with its other comments on allocations which interface with the EWR project, EWR Co requests that draft Policy S/RRA/H is amended as follows in order to avoid a conflict between the proposed allocation and the EWR Safeguarding Directions:

1. Development proposals must demonstrate how they will meet the following requirements:

...

e. Development proposals must not conflict with, or prejudice the delivery of, East West Rail proposals within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (as shown on the policies map), or any further directions or revisions to those directions.

Policy S/CBC: Cambridge Biomedical Campus (including Addenbrooke’s Hospital) (Section 3.2)

The draft Local Plan allocates Cambridge Biomedical Campus (including Addenbrooke’s Hospital) (‘the Campus’) for continued development and expansion through the release of Green Belt, under draft Policy S/CBC. EWR Co supports the principle of the development and expansion of the Campus, as it aligns with EWR Co’s objective to facilitate economic growth within the Oxford–Cambridge Growth Corridor.

As EWR services will stop at Cambridge South station, the project will support fast and easy travel to the Campus, reducing travel times from Cambourne and Bedford significantly, expanding the number of people within commuting distance of the Campus, and therefore will help it to attract and retain the best talent. EWR will thus contribute to the Councils' vision for the Campus as a place which continues to 'evolve as a globally significant centre of healthcare, research and innovation, where clinical, academic and commercial activities collaborate seamlessly to improve lives' (criterion 2). Given that EWR will support the continued development and expansion of the Campus, EWR Co would welcome recognition of this in the supporting text to draft Policy S/CBC.

EWR Co has identified that small areas of land within the Campus, along the existing West Anglia Main Line, are required to deliver its proposals in the area. This land is included in the safeguarded area and is shown in **Figure 9**. EWR Co's proposals in the area include the installation of two new tracks on the west side of the existing West Anglia Main Line between Shepreth Junction and south of Cambridge station; integration of the new tracks with Cambridge South station; and works to widen the bridge at Long Road to allow four tracks to pass under it.

To avoid a conflict between the allocation under draft Policy S/CBC and the EWR Safeguarding Directions, EWR Co requests that the draft Policy is amended as follows:

The development of Cambridge Biomedical Campus must do the following:

...

Built Form

...

17. Development proposals must not conflict with, or prejudice the delivery of, East West Rail proposals within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (as shown on the policies map), or any further directions or revisions to those directions.

...

Policy S/C/CLT: Clifton Road Area (Section 3.1) and Policy GP/ST: Skyline and tall buildings (Section 7)

Draft Policy S/C/CLT proposes to allocate the Clifton Road Area for approximately 200 homes and employment and other complementary uses. The draft policy requires a masterplan led approach to the comprehensive redevelopment of site, which 'makes provision for any possible future eastern entrance to Cambridge station' (criterion 1 (a) (ii)).

EWR Co is currently considering options for a new eastern entrance to Cambridge station. The proposals currently included in EWR Co's plans comprise the minimum development and land-take needed to deliver a functional station building with the necessary key facilities to meet forecast passenger demand. This is the 'baseline' option, which includes a new station building with key facilities such as: paid and unpaid concourse; ticketing area; drivers' facilities; a small area of retail; an active travel hub; and car parking. Outside of the station building footprint, the baseline option includes a railway crossing for station users only; cycle parking; and a minimal station frontage to support pick-up-and-drop-off (PUDO) and station access.

However, EWR Co considers that the baseline station entrance option would not lead to the most effective use of land which, with the introduction of EWR services, will be one of the most sustainable and best-connected locations in the country. EWR Co also questions whether the baseline option would serve as

the necessary catalyst to unlock development of the wider Clifton Road Area site, which appears to have stalled since being allocated as an Area of Major Change (AMC) in the adopted Cambridge City Local Plan 2018, and therefore whether the allocation as currently identified in draft Policy S/C/CLT is developable for housing within the meaning given in the National Planning Policy Framework (NPPF) (December 2024).

As such, EWR Co has undertaken work to explore other options for the station, including considering over-station and adjacent site development and urban integration opportunities. This work indicates that there is a once-in-a-generation opportunity for a landmark new station building, including the key functional features of the baseline option, together with over-station development including hotel and employment uses; a new station square and approach with active travel playing a central role; and an 'unpaid' footbridge allowing members of the public, including those living and working in the area, to cross the railway line without a ticket. This potential new eastern entrance station building would form the core of a transformed Clifton Road Area, unlocking significant mixed-use development with maximised densities, whilst ensuring that existing floorspace can be re-provided in an intensified form.

Along with realising the long-held ambition for a new eastern entrance to Cambridge station, this option would make best use of this highly sustainable location, aligning with the draft Local Plan strategic priorities to promote patterns of development that enable the use of low carbon transport modes and a shift away from the private car; create great places where people want to live, work and play; and encourage a flourishing, dynamic and mixed economy with facilities that compete on the world stage. It would also maximise the benefits of EWR, and both contribute to and justify the substantial investment which would be needed to provide a new station entrance. Without third-party funding via over-station development and viable adjacent development, EWR Co would only be able to provide the baseline eastern entrance option as part of its plans.

EWR Co would therefore support the transformational approach to development of the new station entrance and redevelopment of the wider site, as described above, and any amendments to draft Policy S/C/CLT needed to achieve it, in order to ensure that the once-in-a-generation opportunity which EWR presents for the area is not lost.

To make this happen, EWR Co wishes to collaborate closely with the Councils, landowners and developers regarding masterplanning for the new station entrance and wider Clifton Road site and to discuss potential amendments to draft Policy S/C/CLT. As part of this, it will be important to consider the potential for heritage impacts, and whether any amendments are needed to draft Policy GP/ST: Skyline and tall buildings to facilitate development of the site, whilst also ensuring there are no unacceptable impacts on the local and wider skyline. EWR Co will provide further comments on draft policies S/C/CLT and GP/ST at the Local Plan Regulation 19 consultation, once it has discussed these matters with the Councils. Alongside this, it will also be necessary for draft Policy S/C/CLT to be amended, in line with EWR Co's other comments in this letter, to ensure that the allocation does not conflict with land safeguarded by the EWR Safeguarding Directions, as shown in **Figure 10**.

Policy S/C/CJ: Cambridge Junction and Cambridge Leisure (Section 3.1)

Draft Policy S/C/CJ proposes to allocate a site to the north-east of Hills Road, adjoining the Clifton Road Area allocation site to the north, for around 100 homes, concert and performance spaces and other commercial and industrial uses, including a hotel.

EWR Co supports the principle of development of this site, which would benefit from the proposed eastern entrance to Cambridge station. In line with the draft Plan's strategic priorities, EWR Co would support maximising densities on this site, as development in this area would be in a highly sustainable location in close proximity to the new eastern entrance. This additional growth would help to justify the significant investment which will be required for any new station entrance.

An area of the Cambridge Junction and Cambridge Leisure allocation site has been identified as being required for the delivery of EWR, including for necessary utilities diversions. This land is included in the safeguarded area and shown in **Figure 11**. To avoid a conflict between the proposed allocation under draft Policy S/C/CJ and the EWR Safeguarding Directions, EWR Co requests that the draft policy is amended as follows:

...

2. **Development proposals must not conflict with, or prejudice the delivery of, East West Rail proposals within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (as shown on the policies map), or any further directions or revisions to those directions.**

Policy S/C/SRW: Station Road West, Cambridge (Section 3.1)

The Station Road West site is allocated for approximately 11,300 square metres of office and research and development floorspace, and re-provision of station car parking.

Land within the allocation site identified as being required for the delivery of EWR is shown on **Figure 12**, and includes land needed for new railway infrastructure, utilities diversions, and construction access routes. This land is included in the EWR safeguarded area.

It is acknowledged that part of the allocation site has full planning permission for office and research and development floorspace, an apart-hotel and multistorey station parking. EWR Co is collaborating with the applicant to manage the interactions between the development and EWR. It will be important to ensure that any forthcoming proposals for development of the site do not prejudice the delivery of EWR. To this end, and to avoid a conflict between the proposed Station Road West allocation and the EWR Safeguarding Directions, EWR Co requests that draft Policy S/C/SRW is amended as follows:

1. Development proposals must demonstrate how they will meet the following requirements:

...

- d. **Development proposals must not conflict with, or prejudice the delivery of, East West Rail proposals within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (as shown on the policies map), or any further directions or revisions to those directions.**

Policy S/AMC/BC: Beehive Centre (Section 3.1)

Policy S/AMC/BC allocates the Beehive Centre site as an AMC, setting out the requirements for any reconfiguration of the retail park.

EWR Co has identified that a small area of land within the Beehive Centre site is required for access to the railway to facilitate construction and operation of EWR. This land is shown on **Figure 13** and is included in the safeguarded area.

EWR Co acknowledges that redevelopment of the site, for a new local centre, employment floorspace, open space and supporting infrastructure, has outline permission granted by the Secretary of State for Housing, Communities and Local Government on 9th December 2025. EWR Co is working with the applicant to manage the interaction between the development and EWR. It will be important to ensure that the detailed designs of the development, or any further proposals for development of the site, do not prejudice the delivery of EWR. As such, and to avoid a conflict between the proposed Beehive Centre allocation and the EWR Safeguarding Directions, EWR Co requests that draft Policy S/AMC/BC is amended as follows:

- 5. Development proposals must not conflict with, or prejudice the delivery of, East West Rail proposals within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (as shown on the policies map), or any further directions or revisions to those directions.**

Policy S/AMC/SCL: South of Coldham's Lane (Section 3.1)

Draft Policy S/AMC/SCL allocates land south of Coldham's Lane as an AMC, divided into three separate parcels, for employment uses with ancillary retail and car and cycle parking in the north-east; outdoor recreational uses and ecological enhancements and a safeguarded pedestrian and cycle link in the north; and a new urban country park in the south-west.

Subsequent to the publication of the draft Local Plan, EWR Co announced that it is considering including a new Cambridge East station within its plans for EWR, subject to third-party funding. The potential site for the new station is within the northern parcel of South of Coldham's Lane AMC, which the draft policy proposes for outdoor recreational use and ecological enhancement. EWR Co has also identified that land within the AMC is required for new railway infrastructure to twin-track the Newmarket Line, and to deliver a new footbridge over The Tins and, alongside the potential station, a cycle and pedestrian link to Coldham's Lane. Land identified as being required for EWR, including the new Cambridge East station, is included within the EWR safeguarded area and shown in **Figure 14**.

EWR Co welcomes the Council's support for a new Cambridge East station. EWR Co recommends that land required for Cambridge East station is included in Policy S/CE: Cambridge East, rather than Policy S/AMC/SCL, as the station is more closely related to the former allocation, with which it will need to be closely integrated and will help to unlock. It should be noted that EWR Co is investigating potential land contamination issues relating to the site it has currently identified for Cambridge East station, which is included within the Policy S/AMC/SCL site and within the safeguarded area shown on Figures 14 and 15. As such, EWR Co is exploring whether the station should be located on the Cambridge East site. EWR Co will liaise further with the Council regarding amending the allocation boundaries under Policy S/AMC/SCL and S/CE to take account of the proposals for Cambridge East station.

Furthermore, EWR Co recommends that consideration is given as to whether the proposed outdoor recreational use and ecological enhancement could be located on alternative site(s), or provided on a smaller area of the site whilst still meeting identified requirements, as this would be a highly sustainable location for new housing and employment development, given its proximity to the new Cambridge East

station. Relocating these uses, or providing them on a smaller area would support the draft Local Plan's vision and strategic priorities and align with paragraph 129 of the NPPF, which seeks to make efficient use of land, taking into account the scope to promote sustainable travel modes that limit future car use.

EWR Co would welcome close collaboration between all relevant parties to ensure that both the new station and sufficient outdoor recreational land and ecological enhancement can be delivered. EWR Co will provide further comments on draft Policy S/AMC/SCL at the Local Plan Regulation 19 consultation, once it has discussed this matter, and those relating to Cambridge East highlighted below, with the Councils. EWR Co notes that it will also be necessary to amend Policy S/AMC/SCL to ensure that the allocation does not conflict with land safeguarded by the EWR Safeguarding Directions.

Policy S/CE: Cambridge East (Section 3.2)

Draft Policy S/CE proposes to allocate Cambridge East for a new city district comprising a mixed-use development of 8,000 dwellings, a wide range of supporting services and facilities, and significant employment floorspace. **Figure 15** shows the allocation site in relation to the EWR safeguarded area. EWR Co strongly supports the principle of a new strategic development on this site, which aligns with its proposals for a potential new EWR station at Cambridge East.

Given that the draft Local Plan was published prior to EWR Co's announcement that it was considering a new Cambridge East station, draft Policy S/CE does not currently reflect the significant opportunities that a new station would provide for sustainable development of the site in line with the Strategic Priorities of the draft Plan. As previously noted, EWR Co welcomes the Councils' comments that they are fully supportive of a Cambridge East station, and agrees that this would provide a step-change in public transport connectivity for the site (paragraph 3.2.14). It is important to note that EWR Co would need to secure funding from a third-party to be able to build the station.

As highlighted in its comments on draft Policy S/AMC/SCL set out above, EWR Co recommends that land required for Cambridge East station is included in Policy S/CE: Cambridge East, rather than the AMC, as the new station is closely related to the former, with which it will need to be closely integrated with and will help to unlock. EWR Co is investigating potential land contamination issues relating to the site it has currently identified for Cambridge East station, which is included within the Policy S/AMC/SCL site and within the safeguarded area shown on Figures 14 and 15. As such, EWR Co is exploring whether the station should be located on the Cambridge East site. This is not currently reflected in the safeguarded area shown on Figure 15. As highlighted above, EWR Co will liaise further with the Council regarding amending the allocation boundaries under Policy S/AMC/SCL and S/CE to take account of the proposals for Cambridge East station.

As the draft Local Plan notes, a new Cambridge East station would alter the local context, and could therefore result in a change of scale and layout of development at Cambridge East to that outlined in draft Policy S/CE (paragraph 3.2.14). Along with including land required for Cambridge East station within the allocation site, EWR Co considers that draft Policy S/CE should be amended to take account of the potential new station, similarly to how Policy S/CBN: Cambourne North does this in respect of the proposed EWR Cambourne station. EWR Co would welcome consideration by the Councils as to how to maximise the density of development of the Cambridge East site and amendments to Policy S/CE to achieve this, given the benefits in terms of sustainable travel that a new EWR Cambridge East station would bring. In addition, EWR Co would also support consideration of whether land within the Cambridge East allocation could be released from Green Belt, in order to maximise the benefits of the proposed EWR station and

support the draft Plan's vision and strategic priorities, whilst also aligning with emerging Government Green Belt policy.

EWR Co wishes to collaborate closely with the Councils, landowners and developers regarding proposals for the new station and the wider Cambridge East development, to discuss how the station can be integrated with the site to maximise local growth and opportunities for communities to the east of Cambridge, and to discuss potential amendments to draft Policy S/CE. EWR Co will provide further comments on draft Policy S/CE at the Local Plan Regulation 19 consultation, once it has discussed these matters with the Councils. With the inclusion of land required for Cambridge East station within the allocation site, and in line with EWR Co's other comments in this letter, it will also be necessary to amend Policy S/CE to ensure that the allocation does not conflict with land safeguarded by the EWR Safeguarding Directions prior to submission of the draft Local Plan.

Policy S/AMC/GT: Optimisation of Gypsy and Traveller Sites (Section 3.5)

The draft Plan highlights the need to provide additional Gypsy and Traveller pitches within Greater Cambridge. Policy S/AMC/GT sets out requirements for the optimise the use of land for Gypsy and Traveller pitches at Chesterton Fen Road (Milton).

EWR Co has identified that a small area of land within the Chesterton Fen Road site is required for railway infrastructure works for EWR. This land is shown on **Figure 16** and is included in the safeguarded area. To avoid a conflict between the Chesterton Fen Road AMC and the EWR Safeguarding Directions, EWR Co requests that draft S/AMC/GT is amended as follows

...

- 2. Development proposals must not conflict with, or prejudice the delivery of, East West Rail proposals within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (as shown on the policies map), or any further directions or revisions to those directions.**

Policy S/NEC: North East Cambridge (Section 3.1)

The proposed allocation for North East Cambridge is for a mixed-use development comprising approximately 8,350 homes, up to 320,000m² of additional business floorspace and 27,300m² of industrial floorspace.

EWR Co has identified the requirement for land within the North East Cambridge site to construct and operate the new railway. This includes new railway infrastructure, a construction compound and a Maintenance Delivery Unit (MDU). The new MDU is required to facilitate the operation of EWR services, including incident response and maintenance of the railway. Land required for EWR within the North East Cambridge site is shown on **Figure 17** and is included in the EWR safeguarded area. EWR Co wishes to collaborate closely with the Councils, landowners and developers regarding masterplanning of the North East Cambridge site, taking into account the EWR requirements in this location.

In line with the EWR safeguarding guidance, proposals which conflict with the Safeguarding Directions should not be included in the local plan. To avoid a conflict between the proposed North East Cambridge allocation and the EWR Safeguarding Directions, EWR Co requests that draft Policy S/NEC is amended as follows (additions bolded and underlined):

Built Form

...

8. **Development proposals must not conflict with, or prejudice the delivery of, East West Rail proposals within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (as shown on the policies map), or any further directions or revisions to those directions.**

...

Participation in examination hearing sessions

EWR Co wishes to reserve the right to participate in the examination hearing sessions relating to the growth strategy and the specific policies referred to in this response, as these are relevant to the EWR project.

Summary and conclusion

EWR Co strongly supports the Councils' overarching growth strategy as proposed in the draft Local Plan. The EWR project will make a significant contribution to the Councils' vision for Greater Cambridge by 2045 and beyond, providing a transformational east-to-west rail link which will support the region's place within the Oxford–Cambridge Growth Corridor as an internationally significant innovation economy, whilst helping to reduce reliance on the private car and supporting carbon reduction goals.

EWR Co welcomes the Councils' recognition of the importance of EWR to Greater Cambridge, and in particular the significant opportunities and benefits presented by new stations at Cambourne and Cambridge East, and a new eastern entrance to Cambridge station at Clifton Road. EWR Co strongly supports the proposed allocation and spatial framework for draft Policy S/CBN: Cambourne North, which aligns with EWR Co's updated proposals for an EWR station at Cambourne and which will maximise the benefits of this highly sustainable location served by the new station and EWR services.

In order to capitalise on the once-in-a-generation opportunity presented by EWR, EWR Co wishes to collaborate closely with the Councils, landowners and developers regarding masterplanning for its proposed new Cambridge station eastern entrance and the wider Clifton Road site and to discuss potential amendments to draft policies S/C/CLT: Clifton Road Area and GP/ST: Skyline and tall buildings.

EWR Co also wishes to collaborate regarding proposals for Cambridge East (draft Policy S/CE) and South of Coldham's Lane (S/AMC/SCL). This is because, as the draft Local Plan was published prior to EWR Co's YSWD report, these policies do not currently reflect that EWR Co is considering a new Cambridge East station, the significant opportunities that a new station would provide for sustainable development of the area in line with the Strategic Priorities of the draft Plan, and the potential interaction between the new station and the outdoor recreational use and habitat enhancement measures proposed at South of Coldham's Lane. EWR Co would furthermore welcome consideration of whether land within the Cambridge East allocation could be released from Green Belt, in order to maximise the benefits of EWR, and in line with the draft Plan's vision and strategic priorities and emerging Government Green Belt policy.

EWR Co will provide further comments on draft policies S/C/CLT, GP/ST, S/CE and S/AMC/SCL at the Local Plan Regulation 19 consultation, once it has discussed these matters with the Councils.

EWR Co would support maximising densities on those sites which will be best served by the new railway, including at Cambourne and Cambourne North, Cambridge Biomedical Campus, Clifton Road Area, Cambridge Junction and Cambridge Leisure, and Cambridge East as development in these areas would benefit from being in highly sustainable locations. Along with supporting the vision and strategic priorities of the draft Local Plan, this would make the most efficient use of land in line with paragraph 129 of the NPPF.

As set out in the safeguarding guidance, proposals which conflict with the EWR Safeguarding Directions should not be included in the local plan. EWR Co therefore requests amendments to the draft Policies as set out above in order to avoid a conflict between the proposed allocations and the Safeguarding Directions.

EWR Co considers that these amendments are necessary in order for the local plan to be found 'sound' at independent examination in due course. It is a requirement of the NPPF (paragraph 72) that planning policies should identify a supply of sites for housing, taking account of their availability, suitability and economic viability, that are deliverable and/or developable (as defined in the Annex 2 Glossary to the NPPF). Without EWR Co's proposed amendments, development of land within the safeguarded area may conflict with, or prejudice the delivery of, EWR and be subject to an objection from EWR Co at the planning application stage or compulsory acquisition authorised as part of the EWR Development Consent Order (if granted), potentially making it undeliverable or undevelopable. EWR Co's proposed amendments would provide the necessary policy tests to ensure that all parties continue to work together to develop proposals which avoid this outcome, whilst also aligning with the safeguarding guidance.

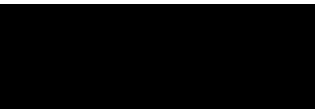
EWR Co also requests updates to the policies map and the supporting text for draft Policy I/SI: Safeguarding important infrastructure to reflect the updated Safeguarding Directions given by the Secretary of State for Transport in November 2025, in line with the safeguarding guidance.

In line with the approach it takes across the EWR route, EWR Co is committed to working closely with the Councils, landowners and developers in Greater Cambridge to ensure that both EWR and proposed development allocations can be delivered alongside each other; develop design solutions which support EWR, the proposed developments and existing and future communities; and to seek to avoid or reduce conflicts between EWR and new developments and mitigate any impacts arising.

EWR Co looks forward to continuing to work positively and collaboratively with the Councils as they proceed to Regulation 19 consultation.

If the Councils have any queries or require any additional information or clarification, then please do not hesitate to contact me.

Yours faithfully,



Matthew Barron
Associate

Figure 1: Updated location for proposed Cambourne Station (Figure 25 from EWR YSWD report)

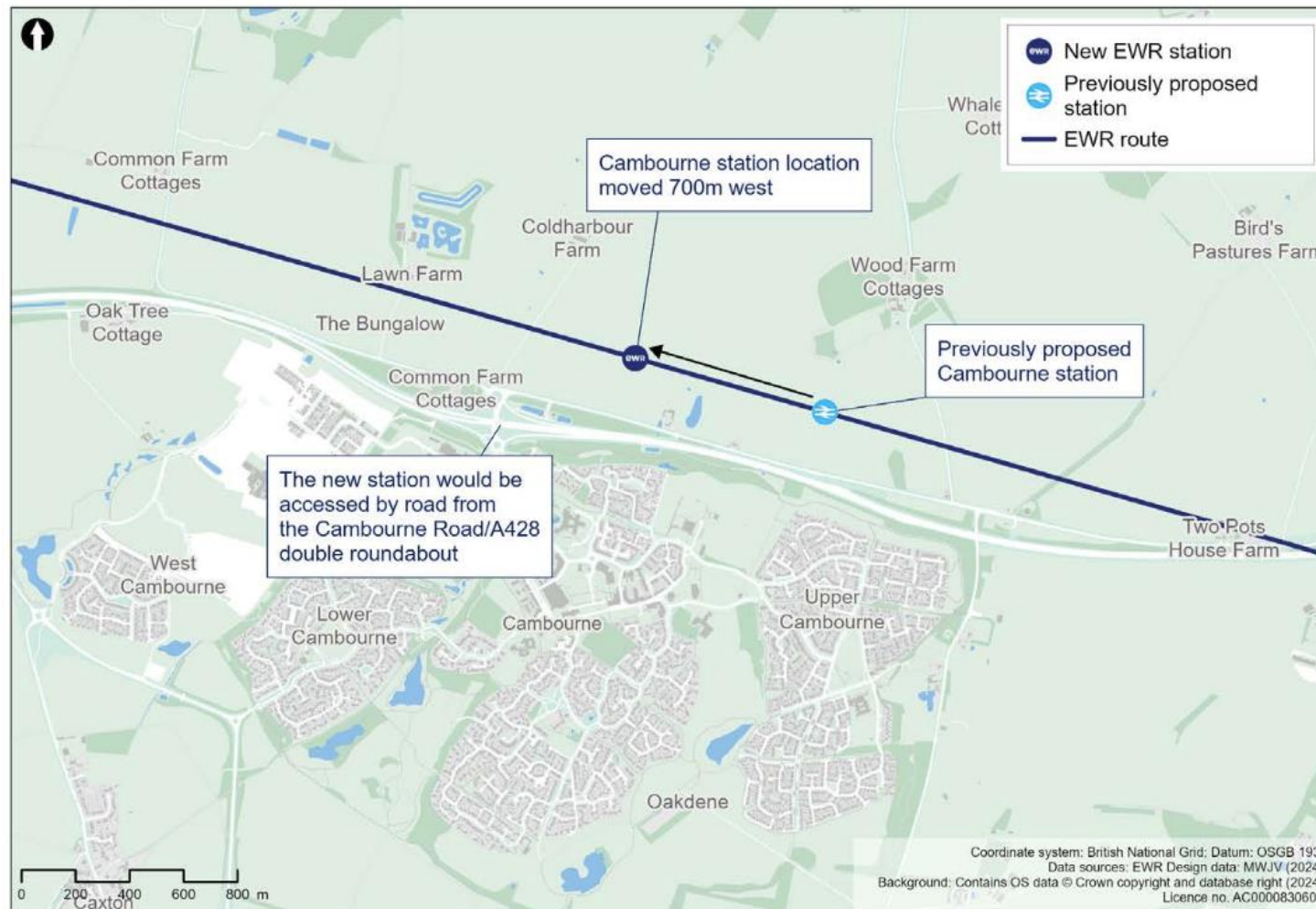


Figure 2: Proposed location of mined railway tunnel (Figure 26 from EWR YSWD report)

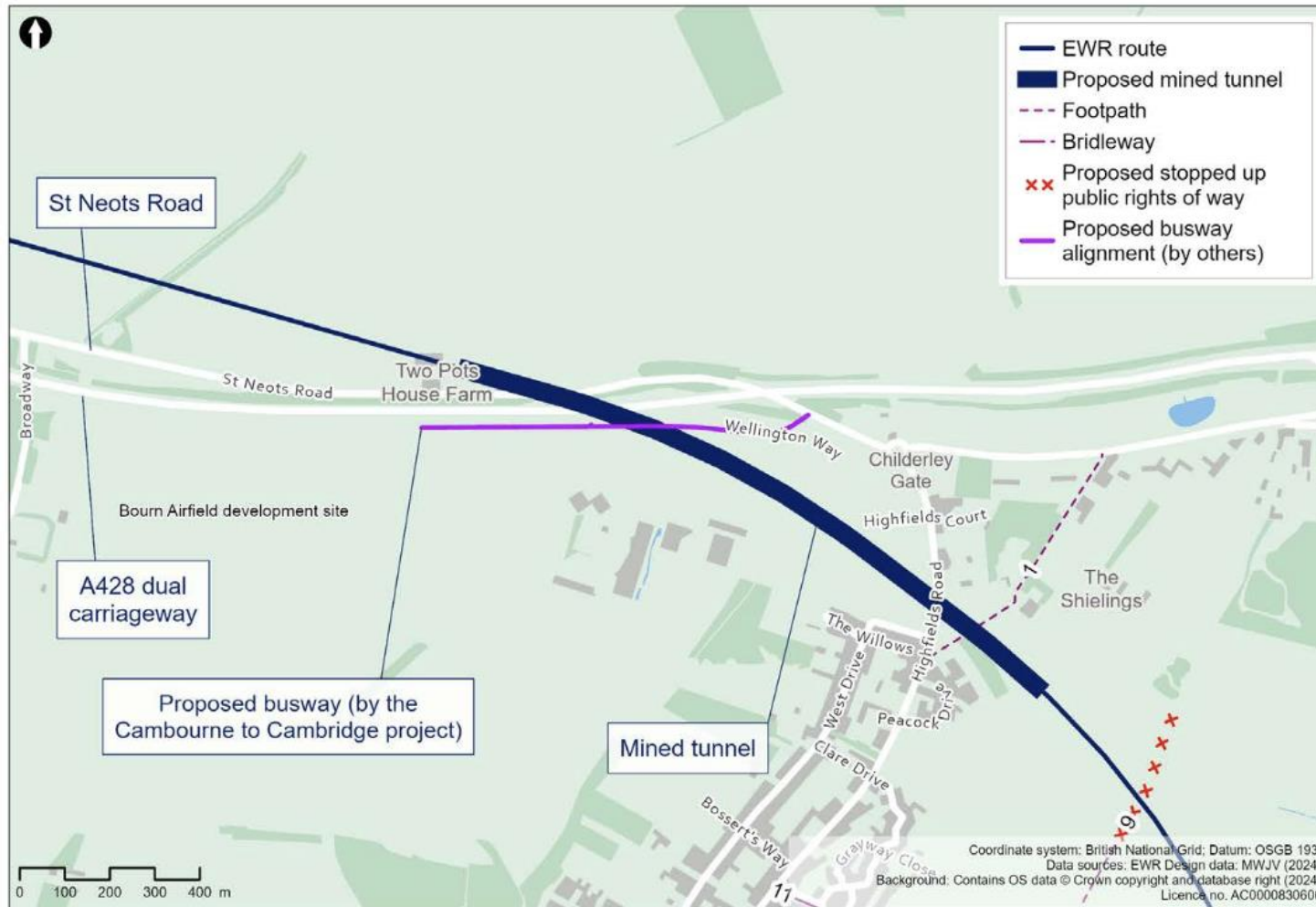


Figure 3: Map illustrating EWR proposals in the Cambridge route section (Figure 31 from EWR YSWD report)

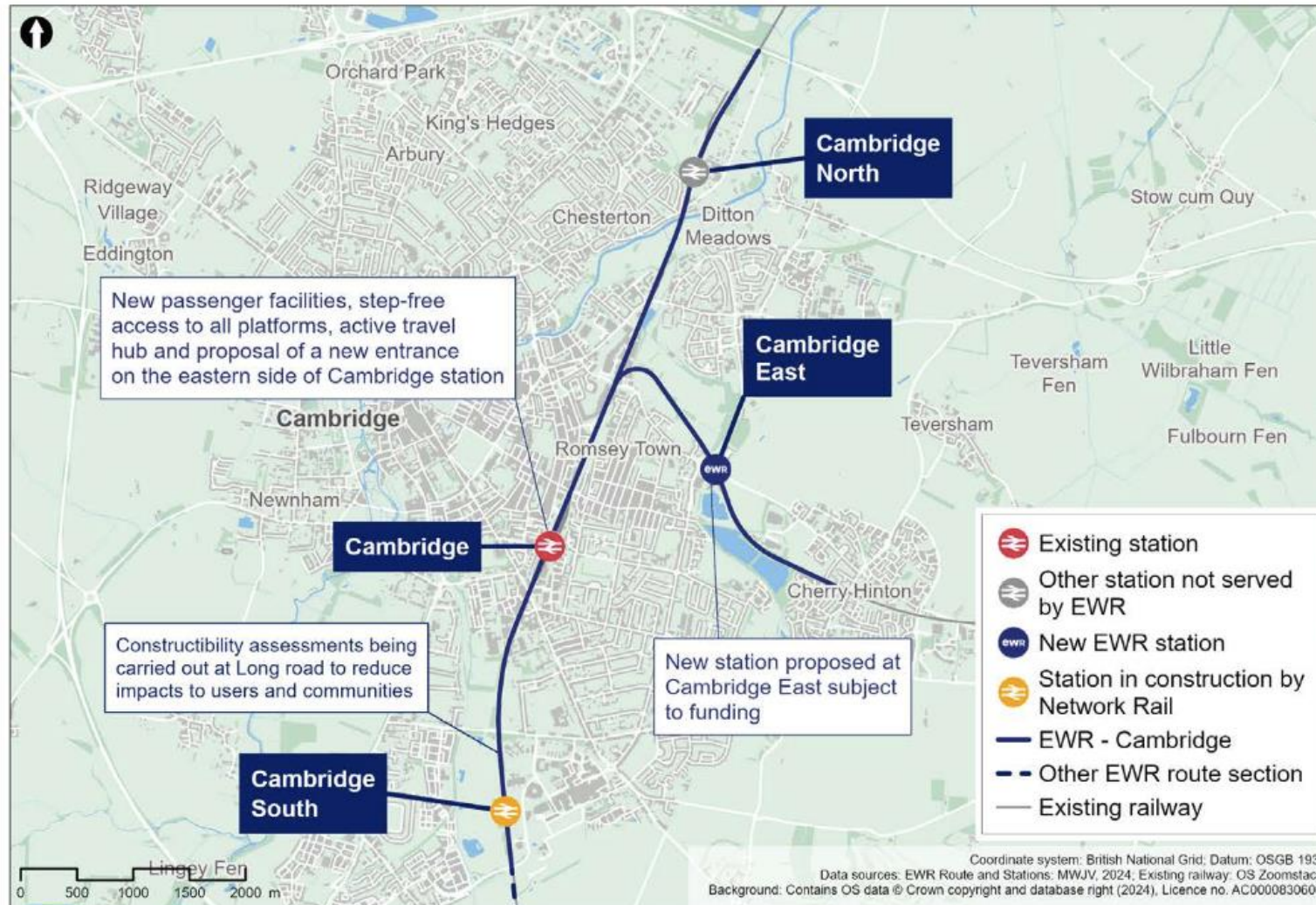


Figure 4: EWR safeguarded area in relation to the Camborne North allocation site (overlay based on extract from draft Greater Cambridge Local Plan 2024-2045)

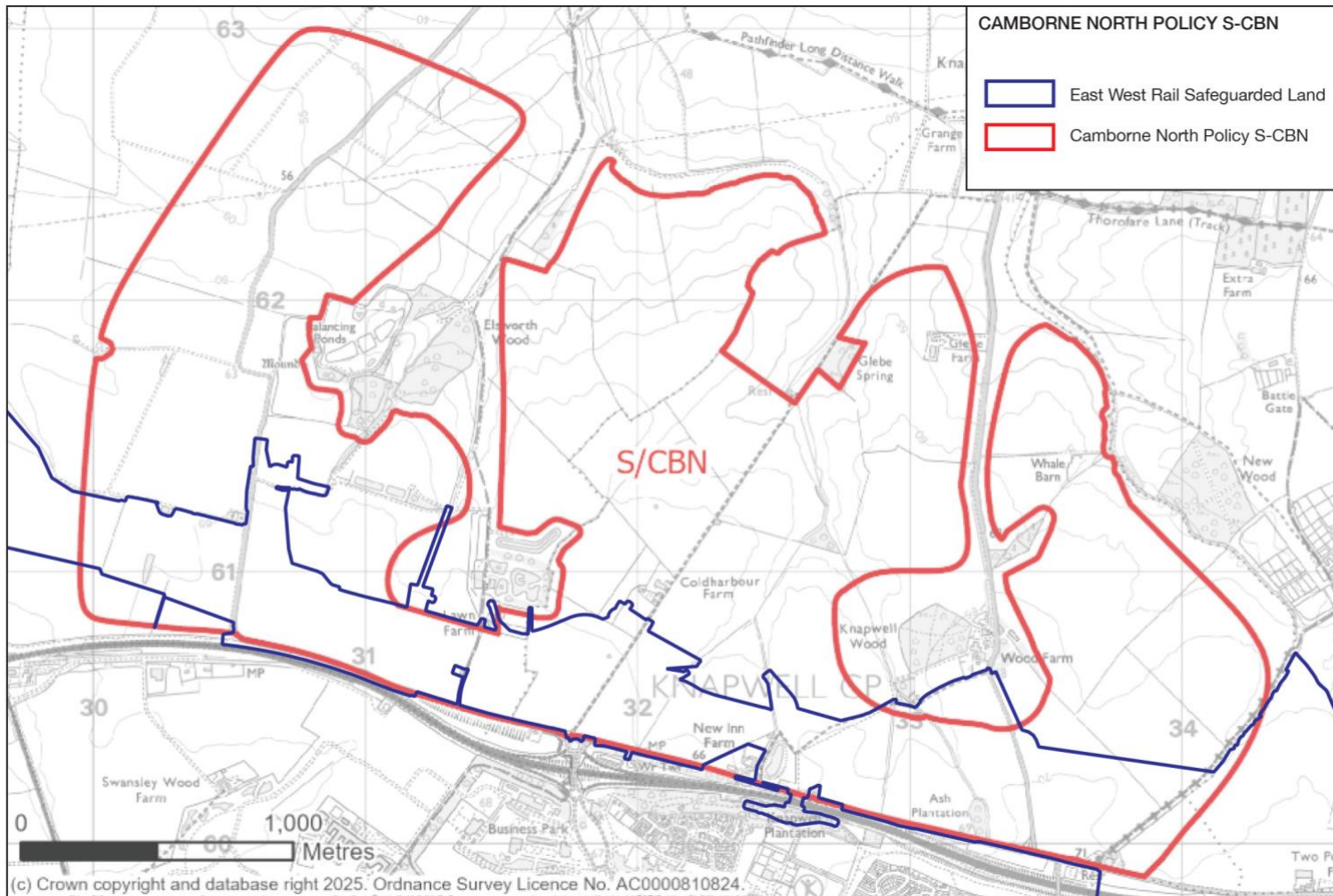


Figure 5: EWR safeguarded area in relation to the Camborne allocation site (overlay based on extract from draft Greater Cambridge Local Plan 2024-2045)

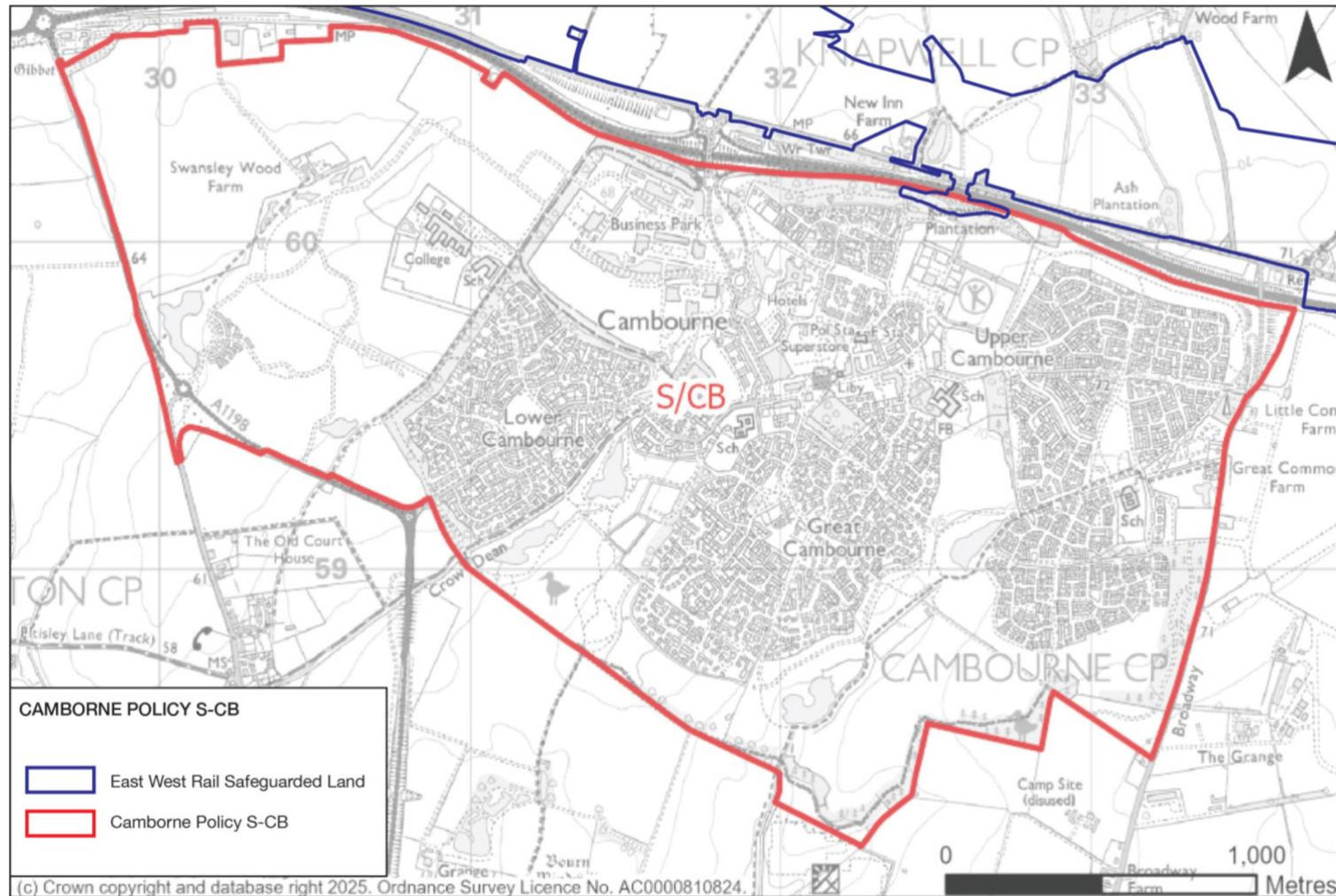


Figure 6: EWR safeguarded area in relation to the Bourn Airfield New Village allocation site (overlay based on extract from draft Greater Cambridge Local Plan 2024-2045)

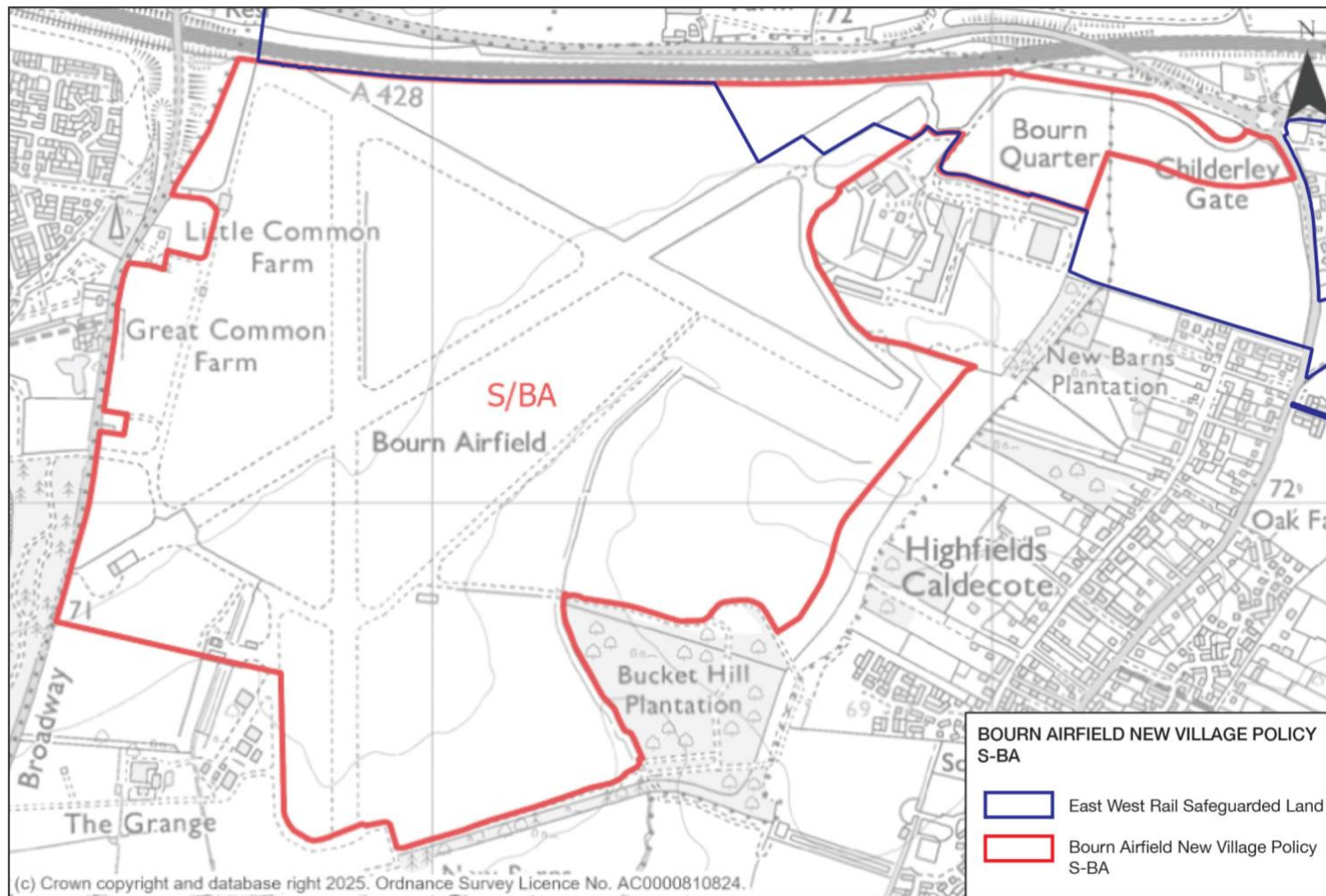


Figure 7: EWR safeguarded area in relation to the Land to the north of St Neots Road, Dry Drayton allocation site (overlay based on extract from draft Greater Cambridge Local Plan 2024-2045)

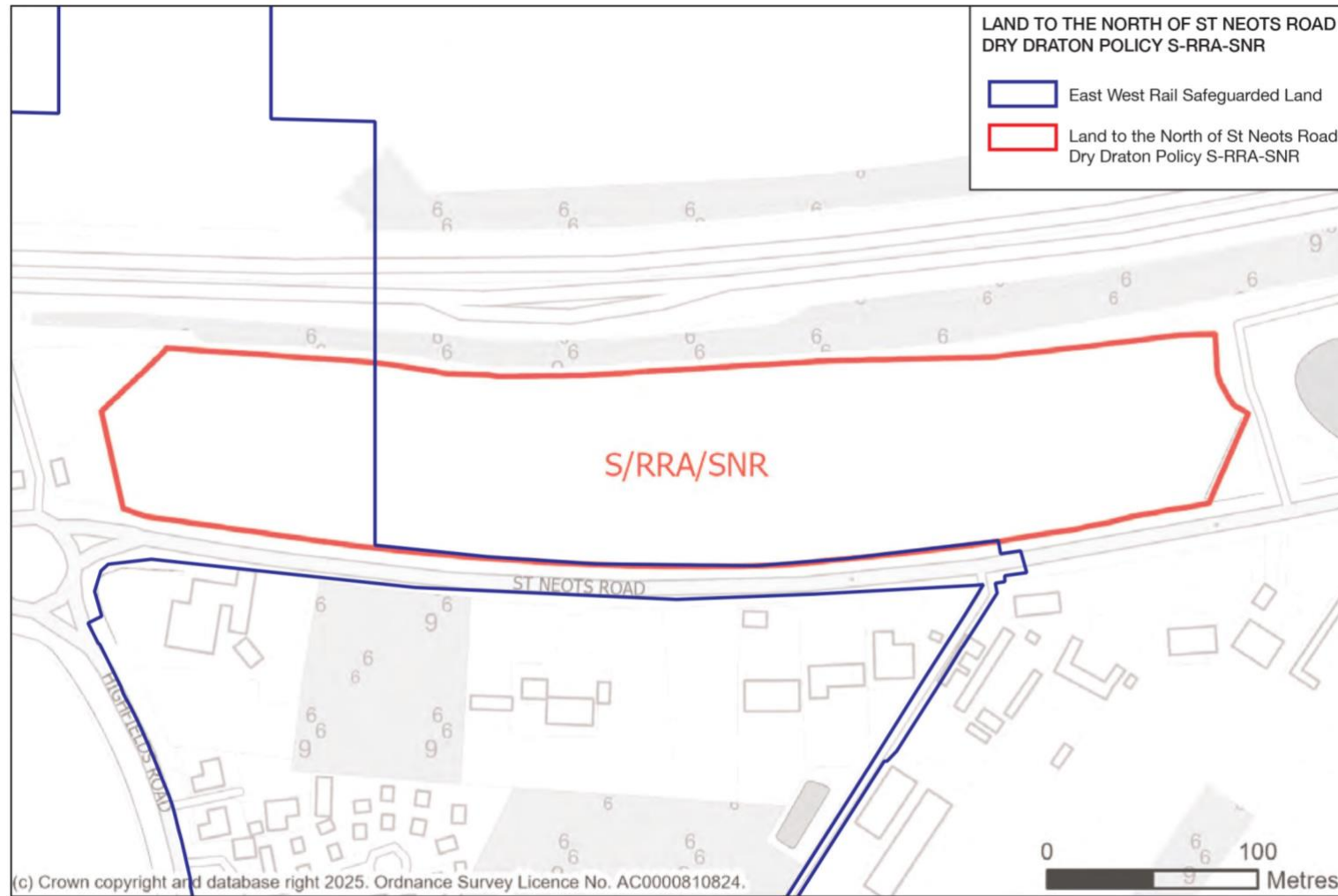


Figure 8: EWR safeguarded area in relation to the Land at Highfields (phase 2), Caldecote allocation site (overlay based on extract from draft Greater Cambridge Local Plan 2024-2045)

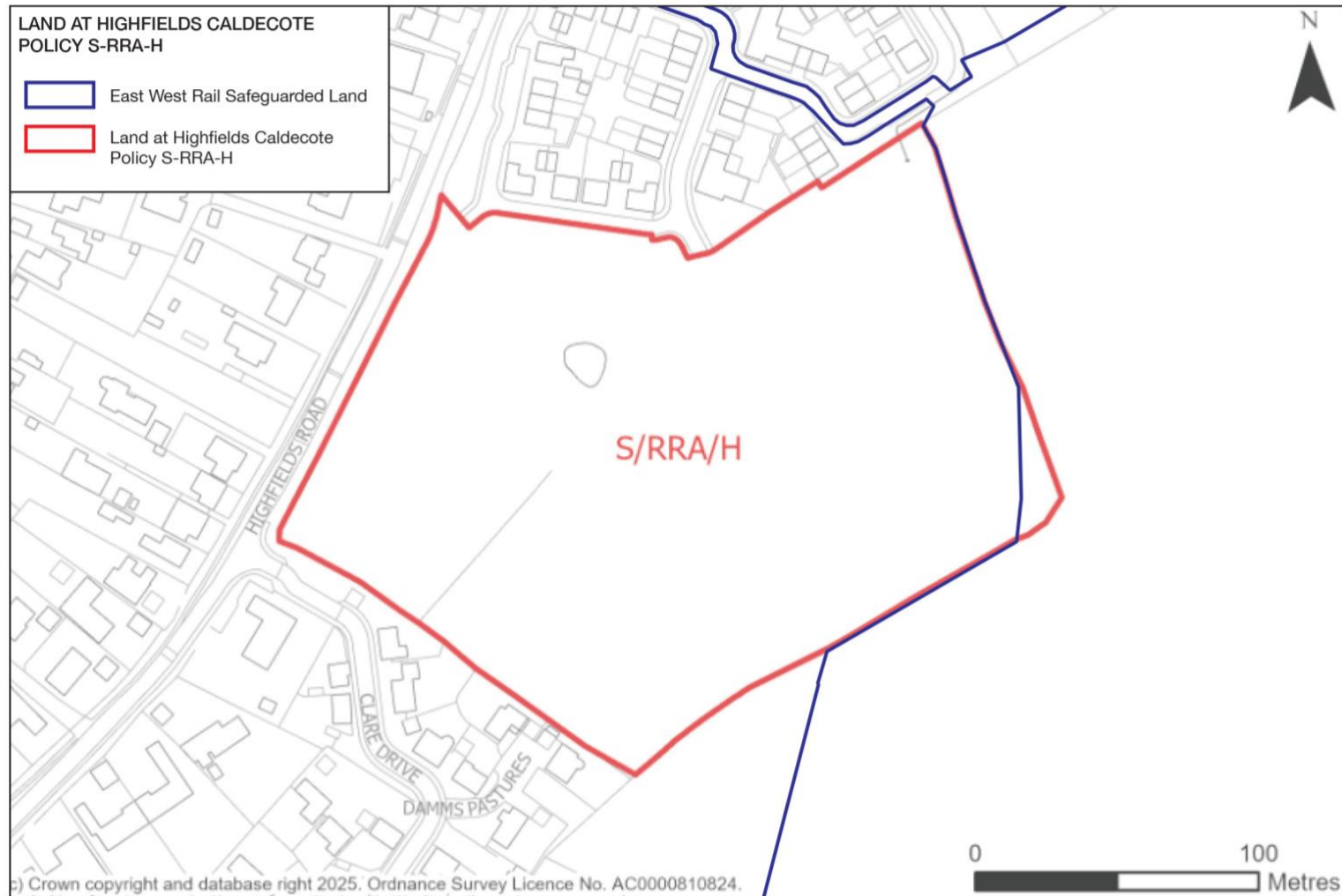


Figure 9: EWR safeguarded area in relation to the Cambridge Biomedical Campus (including Addenbrooke's Hospital) site (overlay based on extract from draft Greater Cambridge Local Plan 2024-2045)

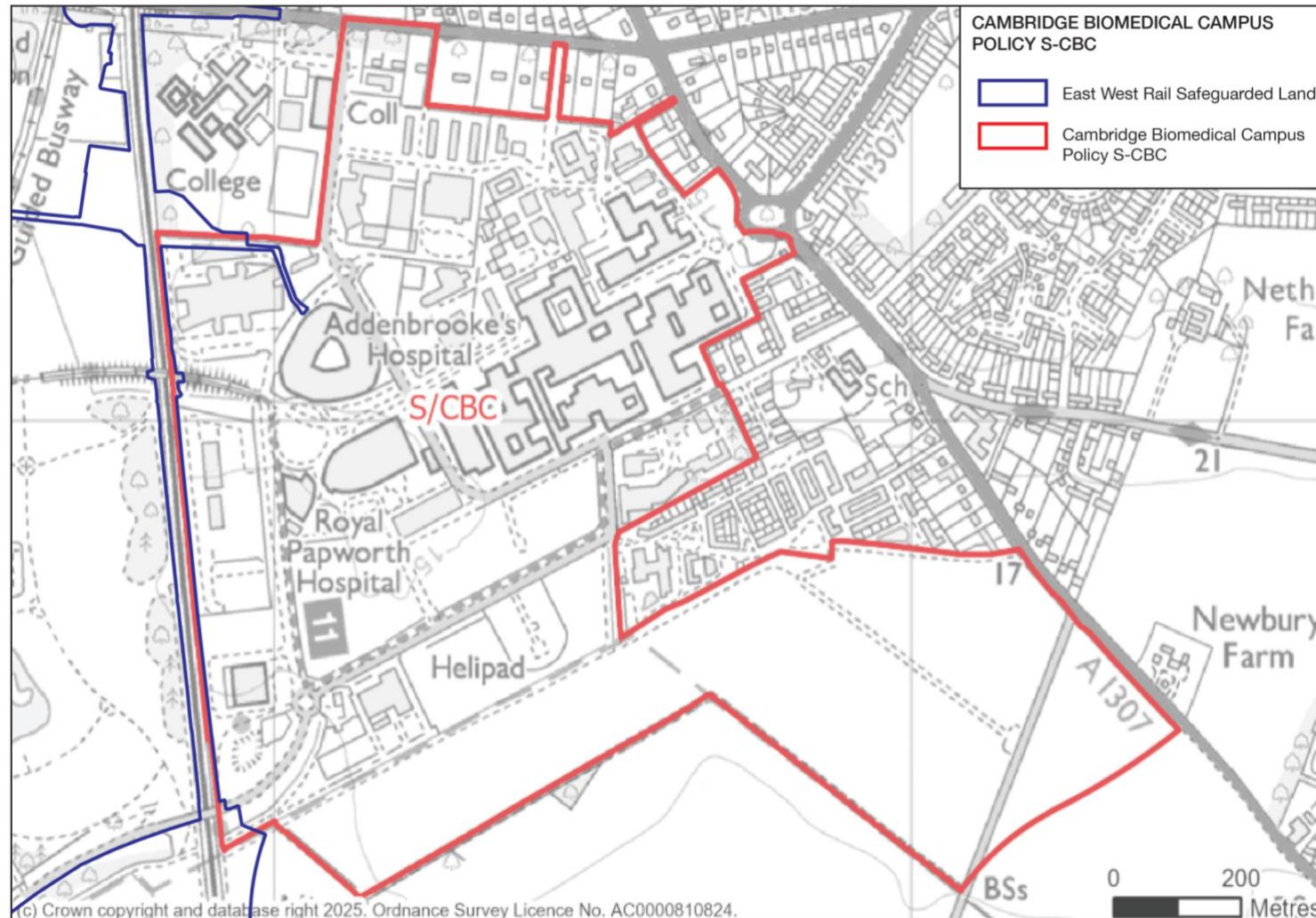


Figure 10: EWR safeguarded area in relation to the Clifton Road Area allocation site (overlay based on extract from draft Greater Cambridge Local Plan 2024-2045)

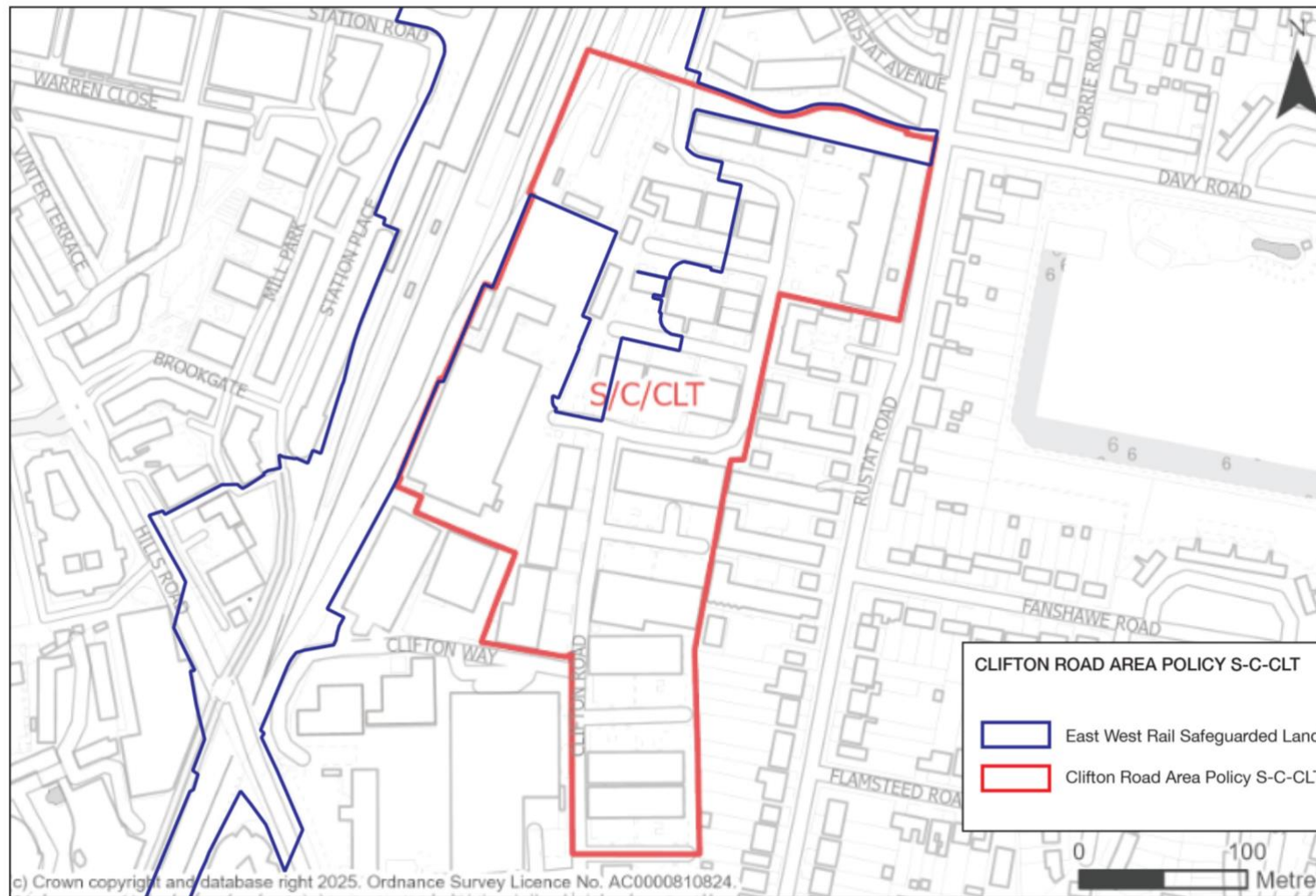


Figure 11: EWR safeguarded area in relation to the Cambridge Junction and Cambridge Leisure, Hills Road allocation site (overlay based on extract from draft Greater Cambridge Local Plan 2024-2045)

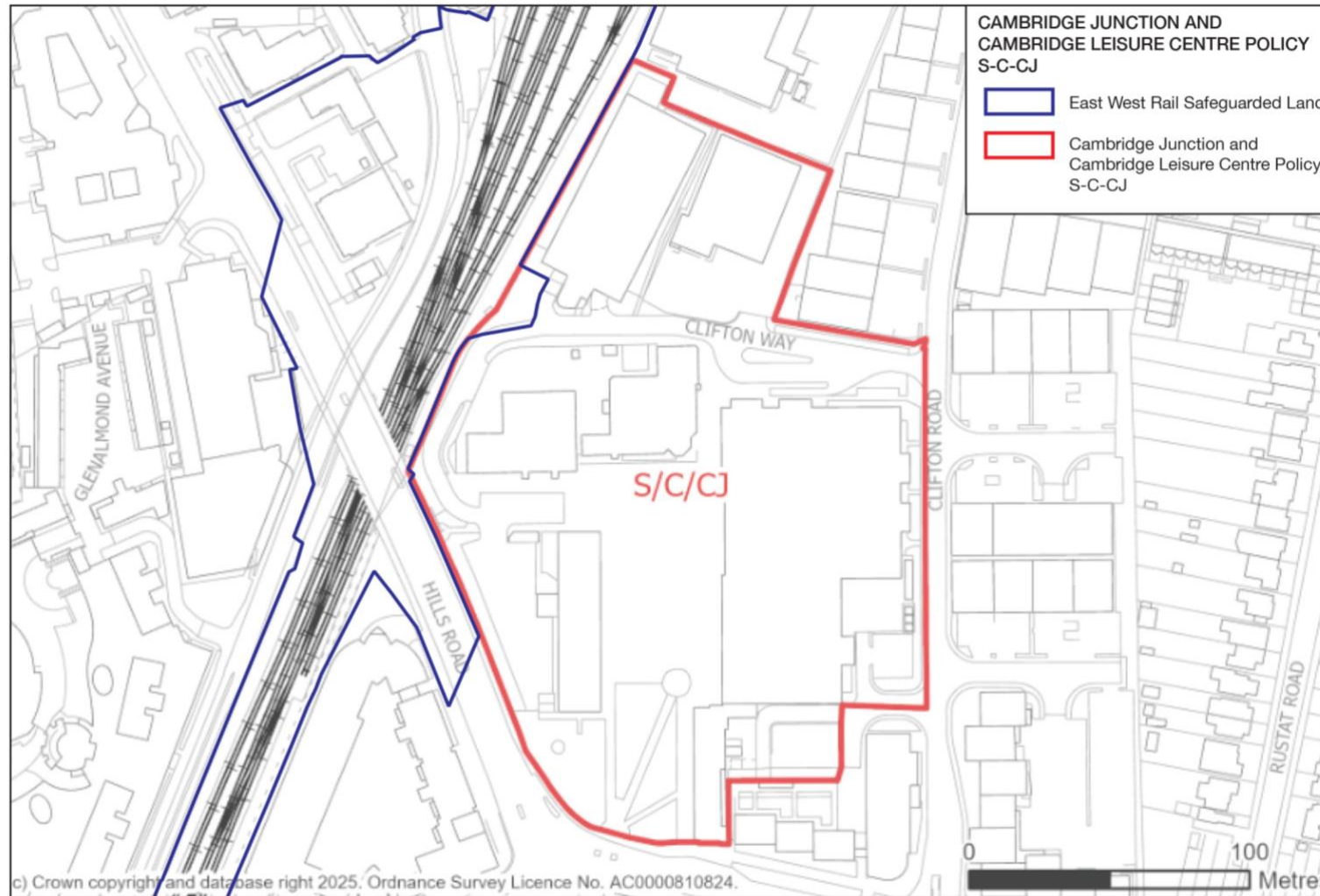


Figure 12: EWR safeguarded area in relation to the Station Road West allocation site (overlay based on extract from draft Greater Cambridge Local Plan 2024-2045)

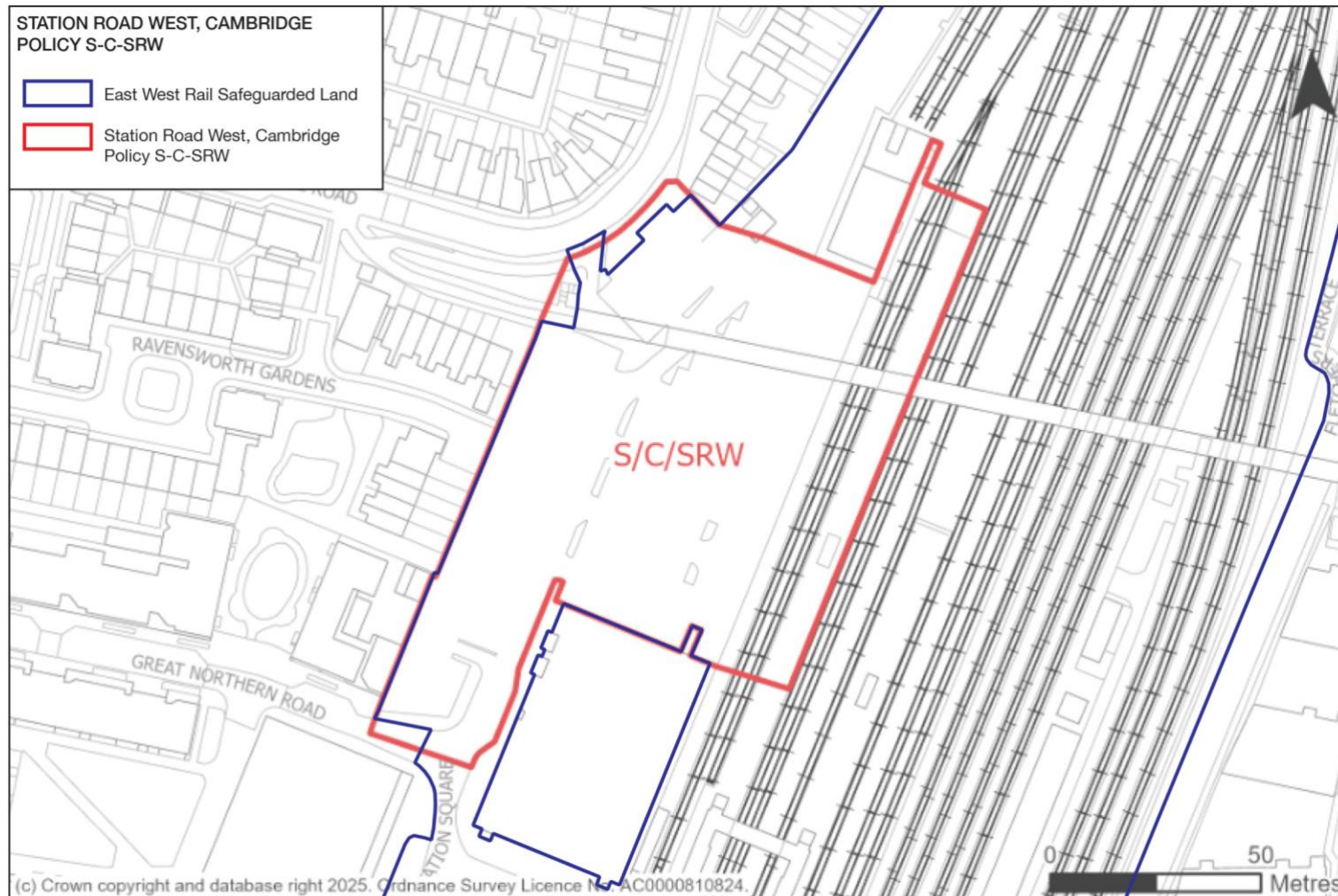


Figure 13: EWR safeguarded area in relation to the Beehive Centre Area of Major Change (overlay based on extract from draft Greater Cambridge Local Plan 2024-2045)

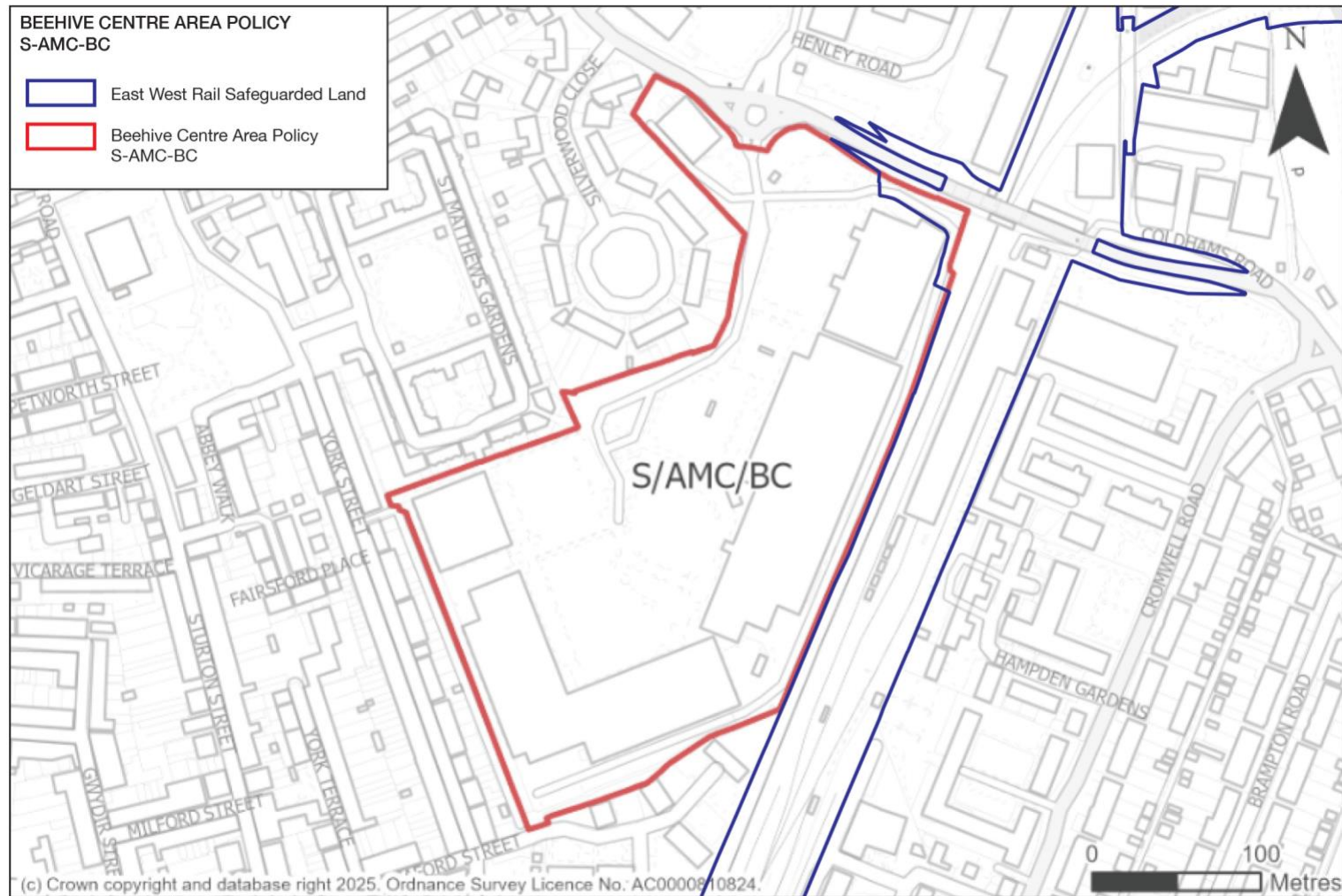


Figure 14: EWR safeguarded area in relation to the South of Coldham's Lane Area of Major Change (overlay based on extract from draft Greater Cambridge Local Plan 2024-2045)

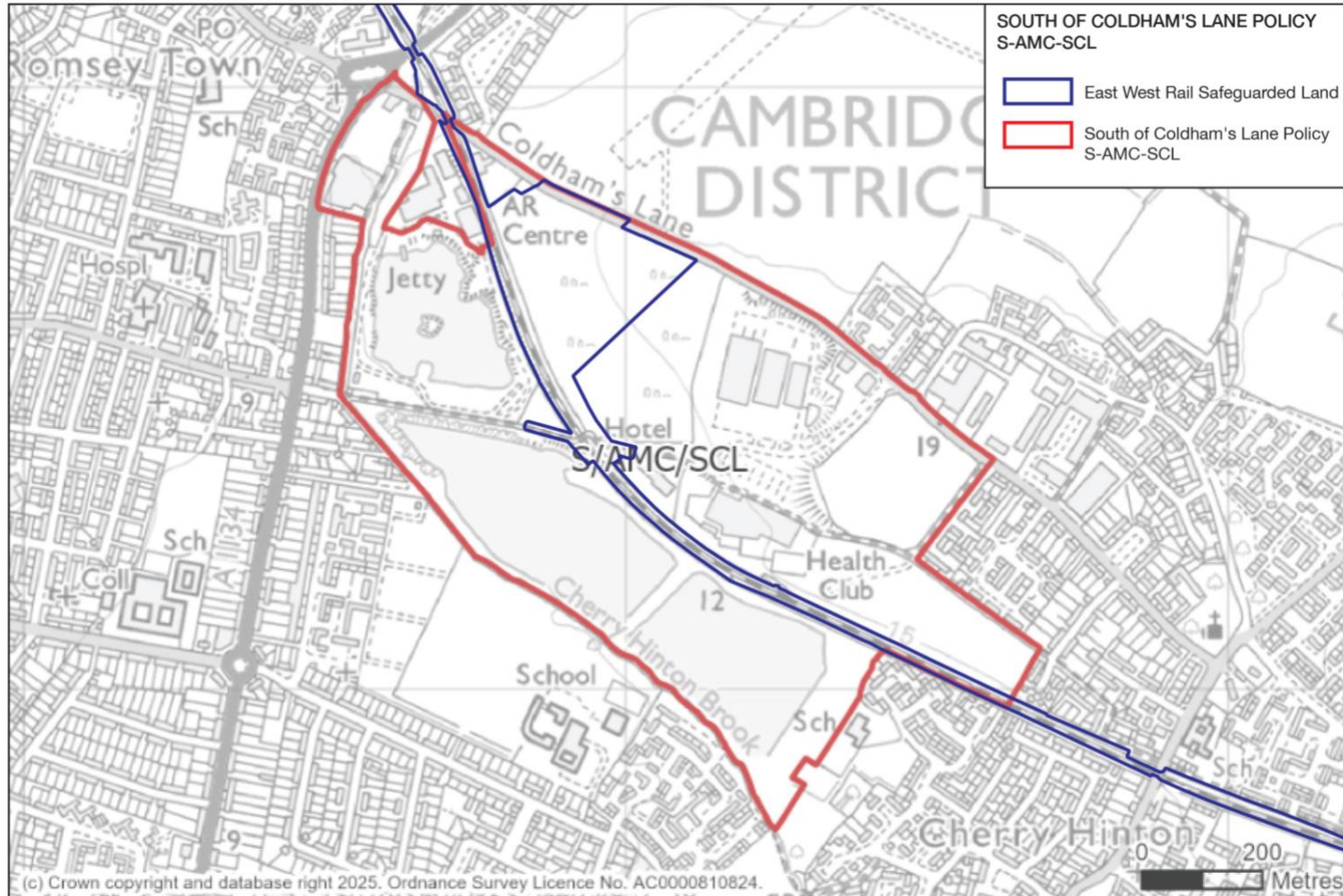


Figure 15: EWR safeguarded area in relation to the Cambridge East allocation site (overlay based on extract from draft Greater Cambridge Local Plan 2024-2045)

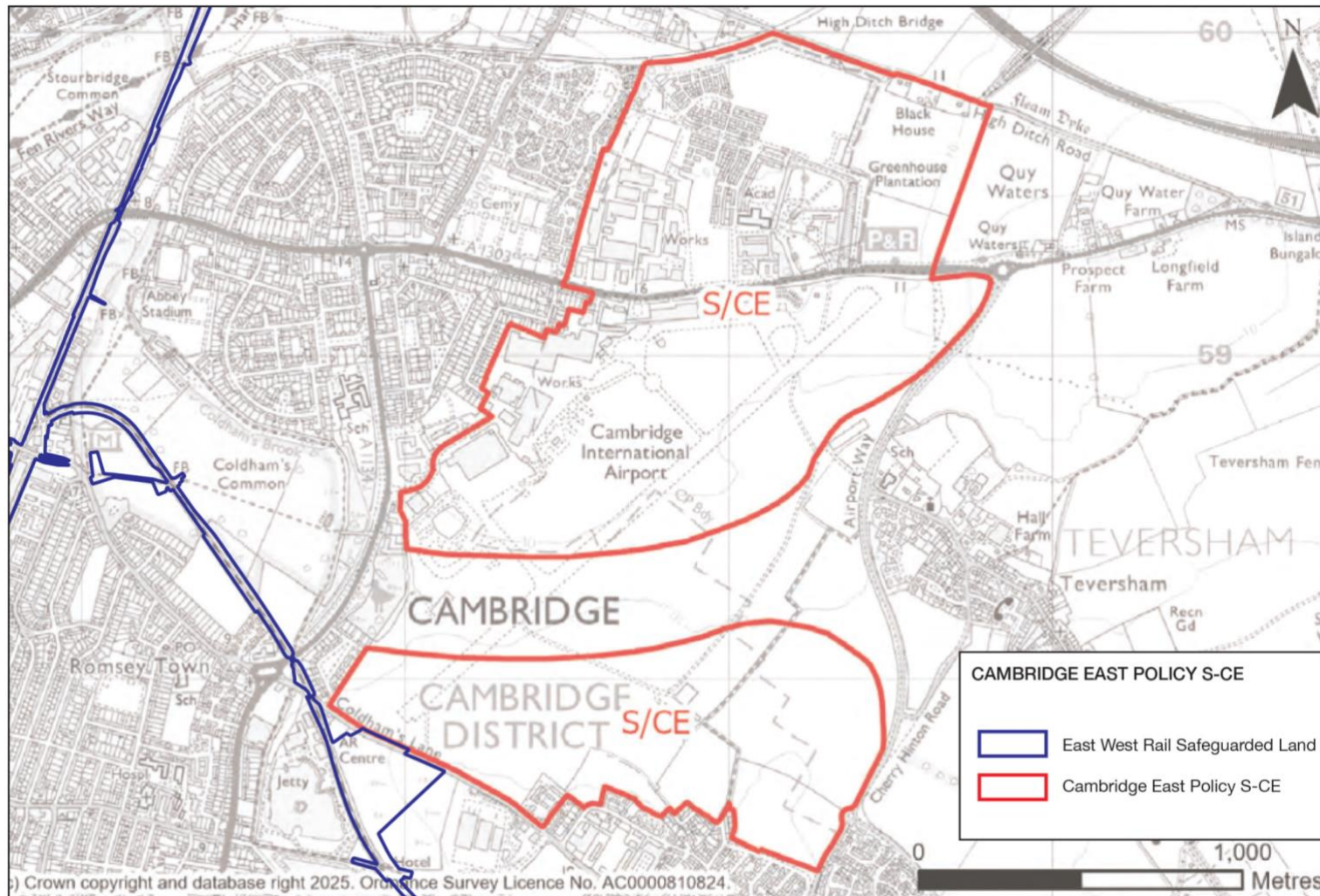


Figure 16: EWR safeguarded area in relation to the Chesterton Fen Road (Milton) Gypsy and Traveller Site (overlay based on extract from draft Greater Cambridge Local Plan 2024-2045)

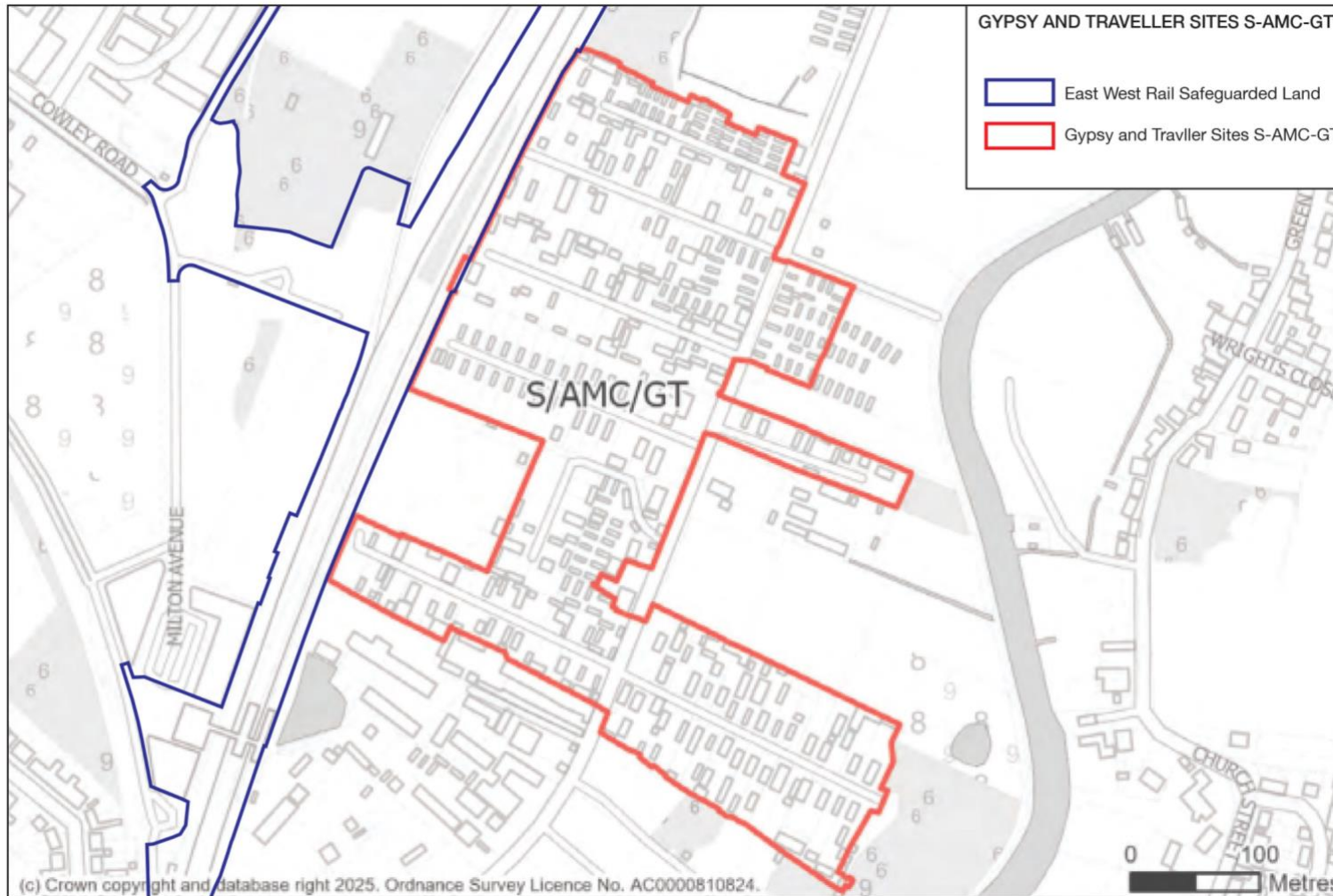


Figure 17: EWR safeguarded area in relation to the North East Cambridge allocation site (overlay based on extract from draft Greater Cambridge Local Plan 2024-2045)

